

# MANUFACTURERS' RECORD

U. S. Census  
Bureau of Manufactures  
Department of Agriculture

A  
WEEKLY SOUTHERN INDUSTRIAL  
RAILROAD AND FINANCIAL NEWSPAPER.

## COTTON'S PROCESSION SOUTHWARD.

The fact is that in the coarser grades of cotton fabrics the South is creeping up toward the New England manufacturers. The raw material is close at hand, labor is cheap, taxes are lower than at the North, and the market for the low-grade textiles which they produce is just as accessible from Georgia and the Carolinas as it is from New England. There is a gradual shifting of cotton manufacturing from the North to the South, and while the Southern mills are as yet making only the cheaper qualities of goods, it is believed by those best qualified to judge of the matter that the time may not be far distant when they will be active competitors in finer grades. The South is developing a foreign market for its cotton goods which New England has never been able to reach. A striking instance of this is presented in the undertaking recently assumed by a firm in Alabama. The owners of a large mill there have completed a factory to make certain grades of coarse textiles under a contract by which an importing house in Hong Kong binds itself to take the entire product of the mill for five years, for which there is a ready market in China. The goods for this trade have heretofore been made exclusively in England, but this contract with the Alabama firm seems likely to open an almost unlimited market for American fabrics in the Orient.—The Wool Record.

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VOL. XXXIII  
No. 4.

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Baltimore, February 18, 1898.

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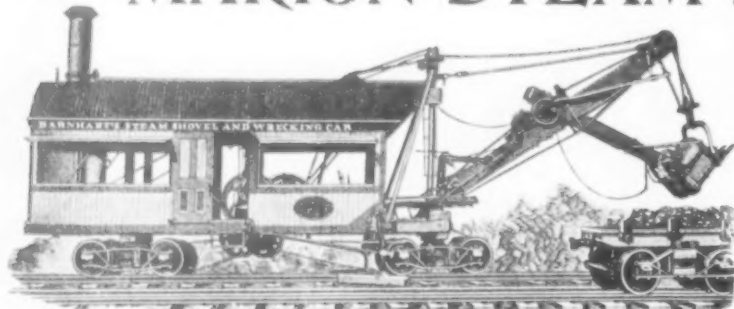
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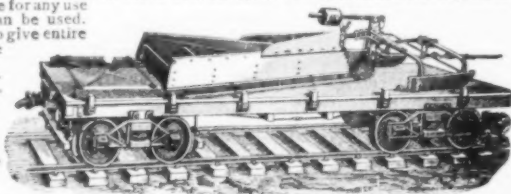
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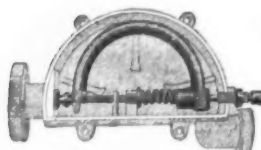
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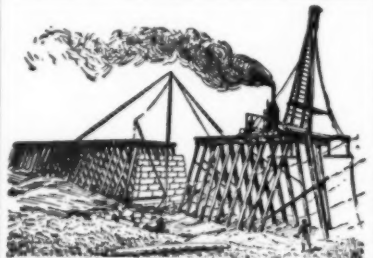
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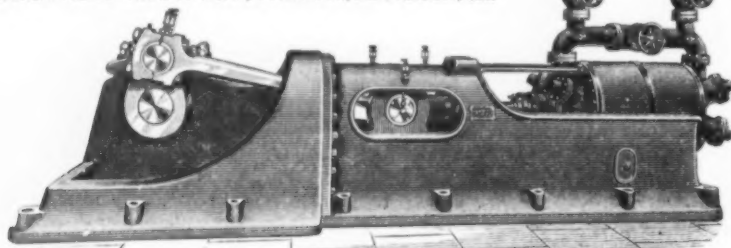
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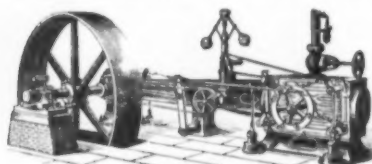
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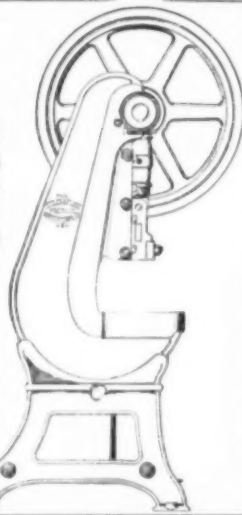
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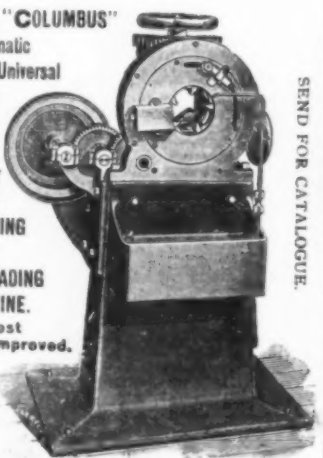


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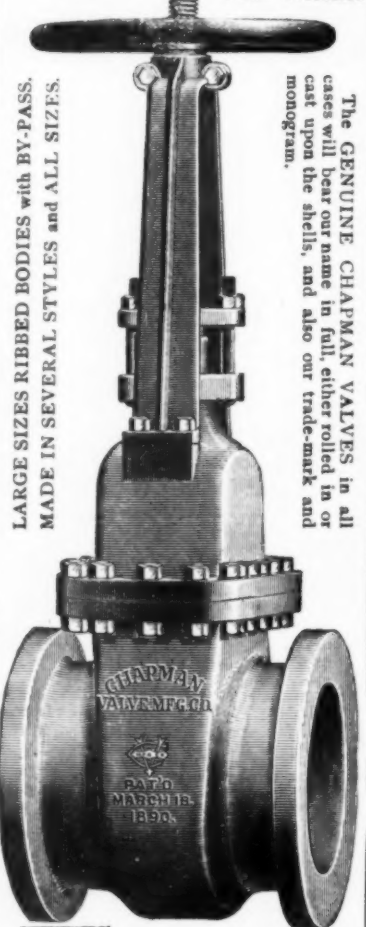
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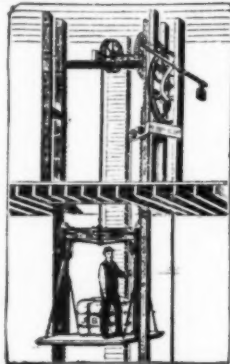
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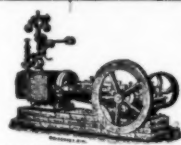
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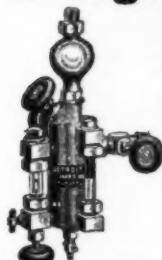
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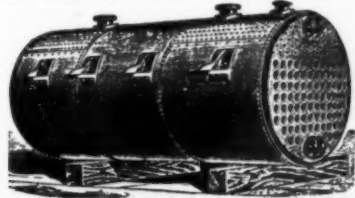
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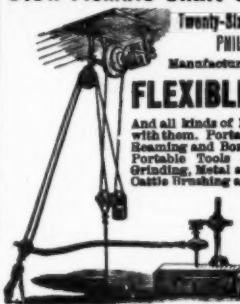
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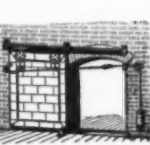
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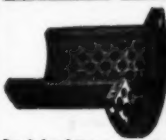
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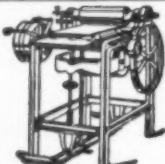
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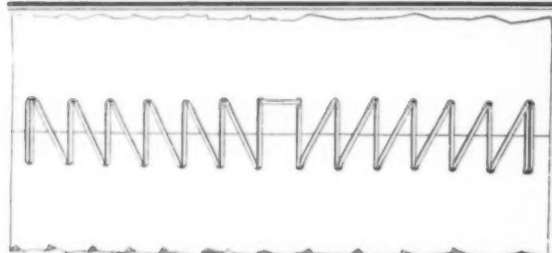
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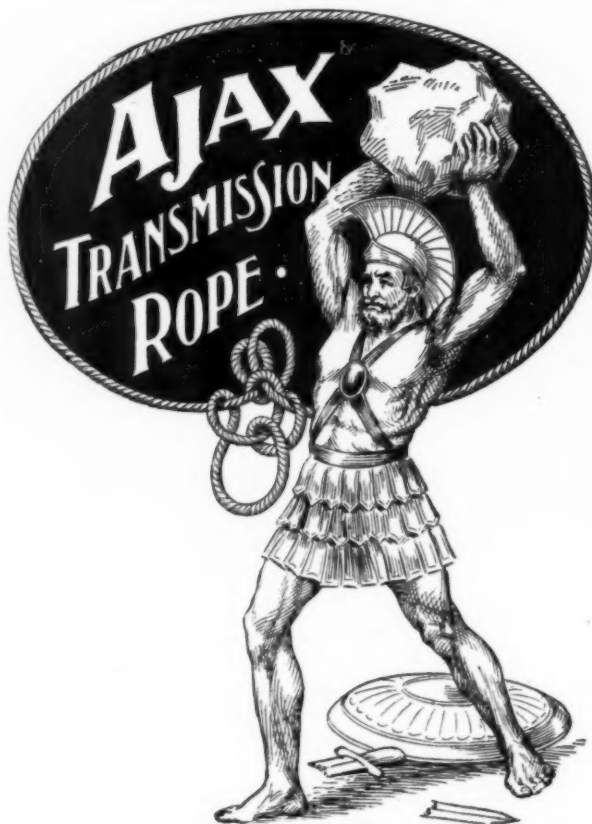
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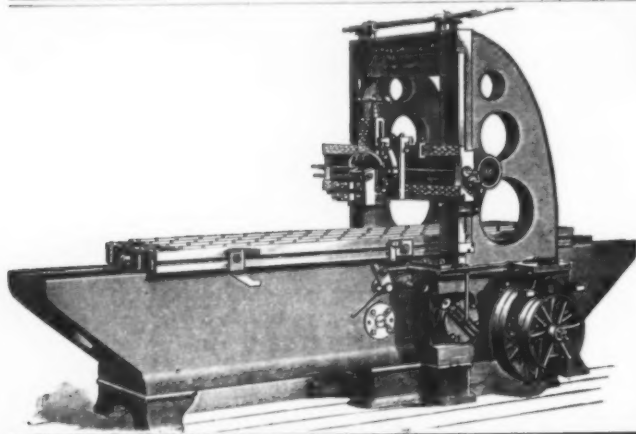
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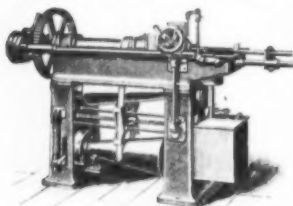


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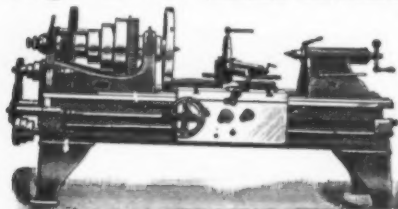
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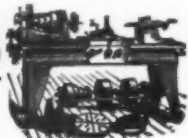
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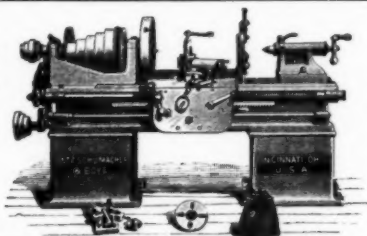
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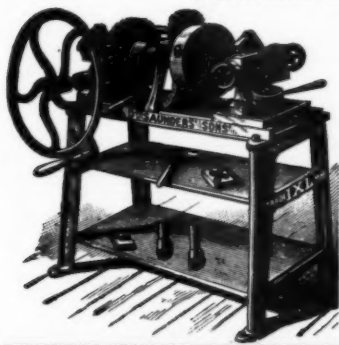
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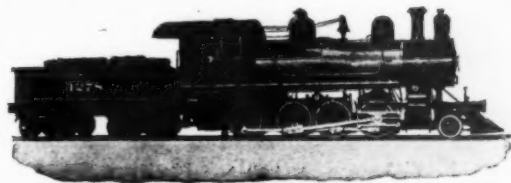
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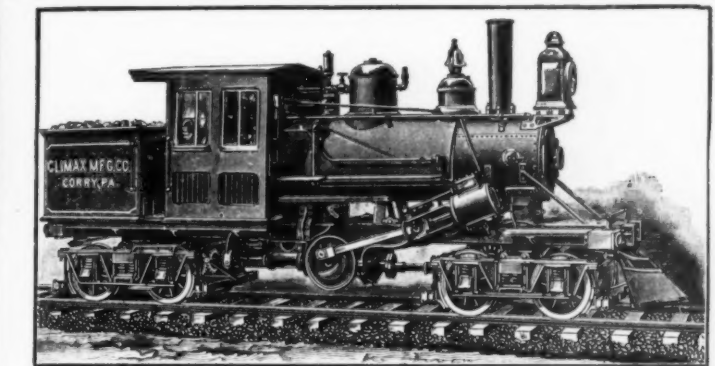
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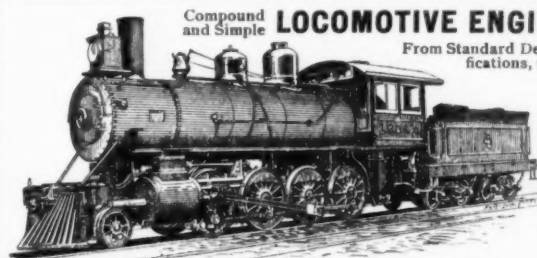
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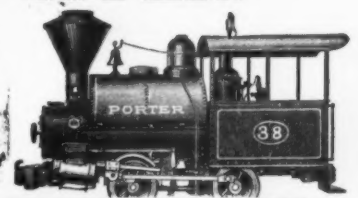
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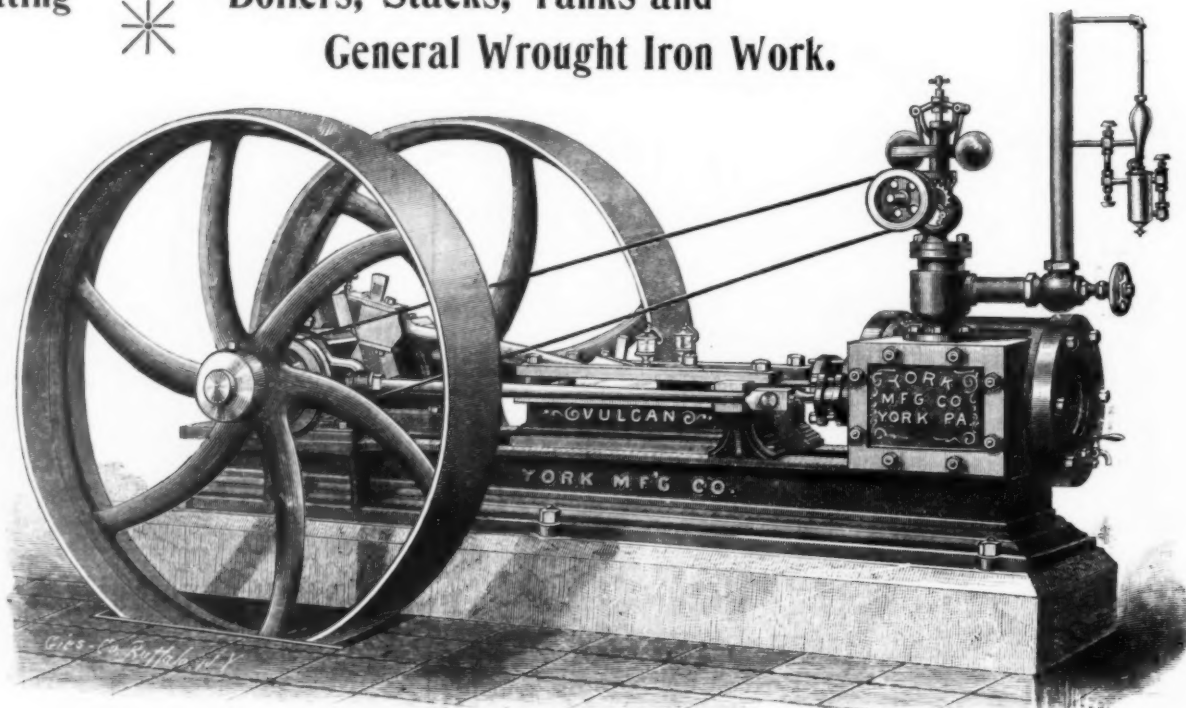


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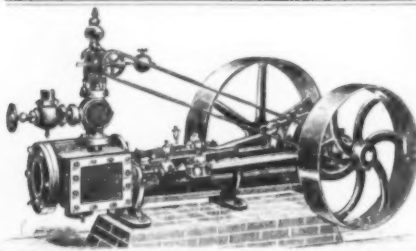
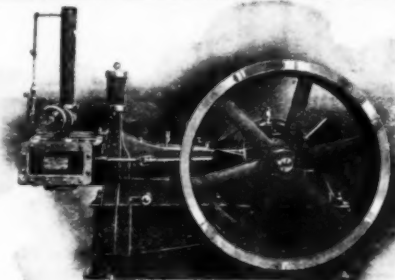
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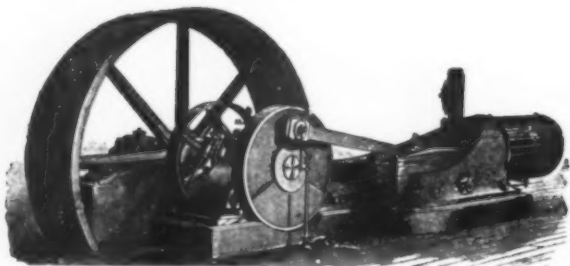


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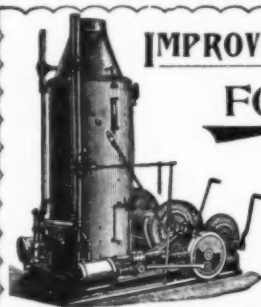
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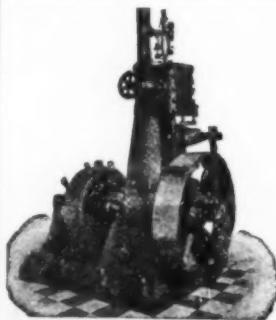
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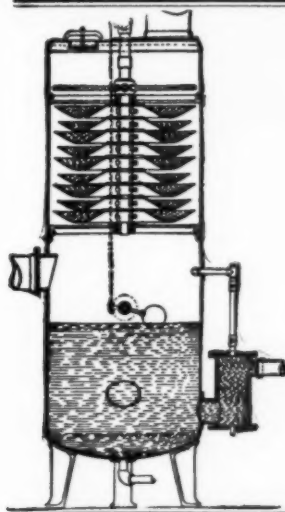
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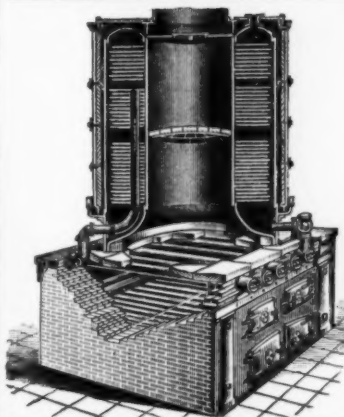
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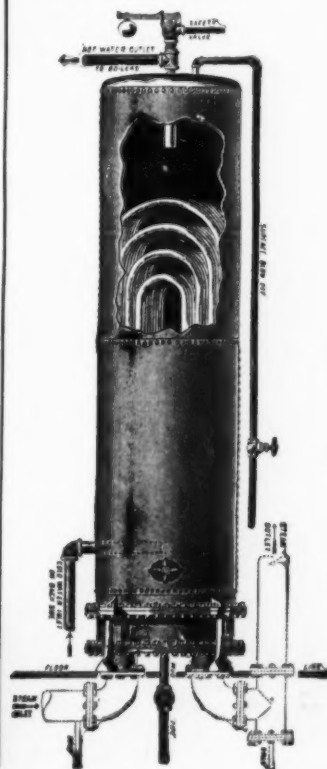
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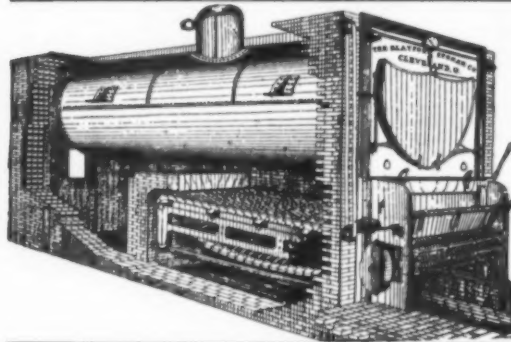
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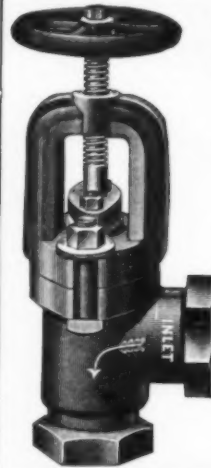
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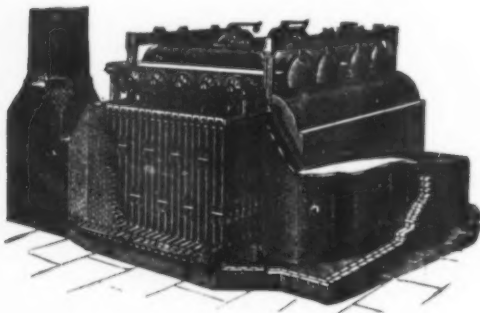
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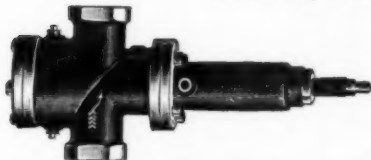
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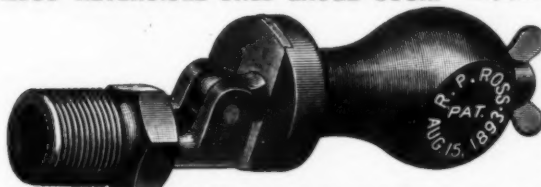
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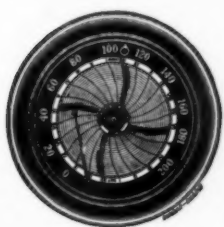
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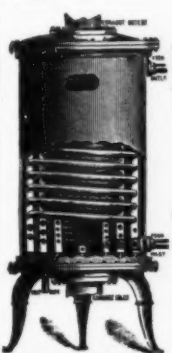
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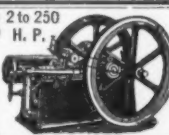
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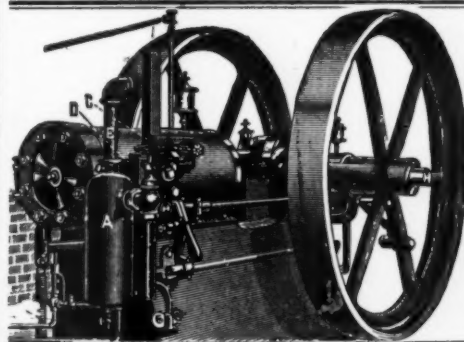
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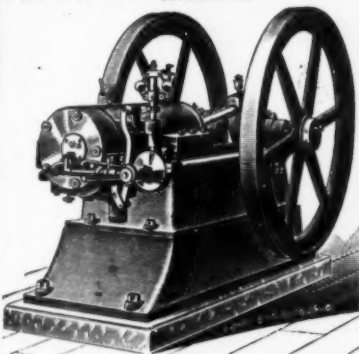
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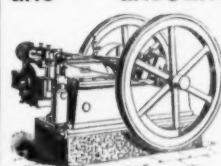
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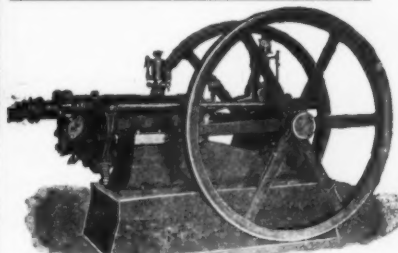
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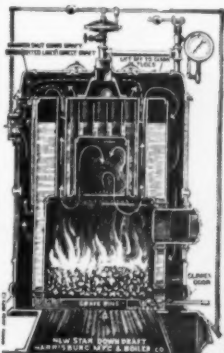
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Bagging factories.....	1	35	100,000	350,000
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Basket and willow ware factories.....	2	13	10,000	25,000
Basket & veneer wks.....	1	250	75,000	125,000
Breweries.....	1	100	167,000	300,000
Broom factories.....	1	10	2,040	6,000
Candy factories.....	10	60	100,000	325,000
Carriage & wagon wks.....	6	100	90,000	100,000
Cigar factories.....	15	15	15,000	35,000
Clothing factories.....	9	645	600,000	700,000
Cotton factories.....	1	15	10,000	30,000
Cotton & wool pick'g.....	1	20	10,000	25,000
Cotton ties, etc.....	4	63	30,000	75,000
Envelope & box facty.....	1	1,400	5,325,000	4,250,000
Fertilizer works.....	12	275	150,000	700,000
Flour and grist mills.....	8	200	250,000	300,000
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Lead factories.....	1	10	40,000	75,000
Marble & granite wks.....	5	35	27,000	70,000
Mattress factories.....	2	90	60,000	250,000
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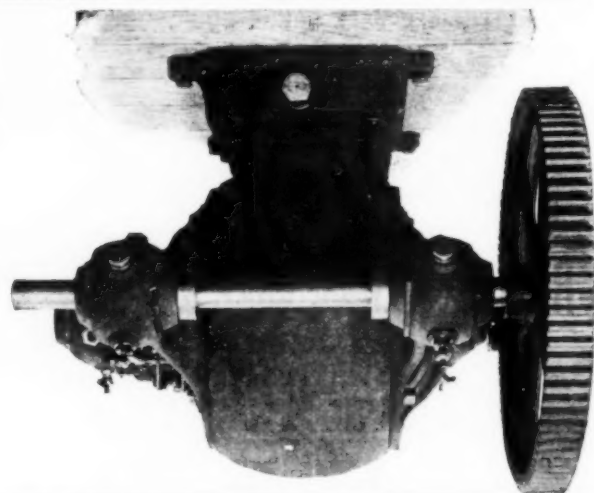
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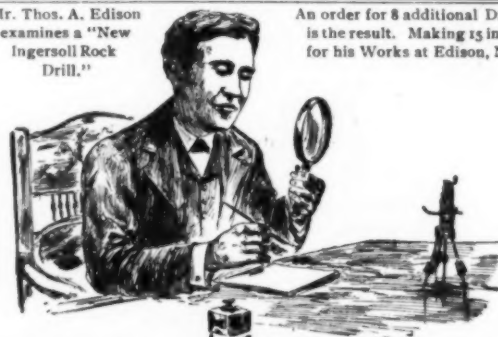
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### Let the Good Work Go On.

The convention at Atlanta for the encouragement of manufacturing industries in Georgia was the success that was expected. From reports in the daily papers and letters from individuals it is recognized that the gathering was of a most representative character. It was composed of business men from many cities alive to the needs of the State and determined to supply them. Its proceedings were full of enthusiasm, and at the banquet which closed the assembly, after the organization for permanent work of the Georgia Industrial Convention, speeches were made full of statistical information upon which a vigorous campaign must be waged and permeated with a spirit of progressive will-power that means accomplishment.

Its action was prompt and decisive. It was recommended that the legislature of the State pass an act submitting to the voters of the State an amendment to the constitution authorizing such exemptions from taxation by county and municipal authorities of manufacturing enterprises as will enable Georgia to keep pace with the inducement offered elsewhere.

How there could be opposition to such exemption properly understood and reasonably regulated is hard to understand. Now that the convention has put its finger on the weak spot, and has named the remedy, its task will be to remove any misapprehension about the matter that may still linger. There is an unanswerable argument in favor of the plan. Nothing can compare with manufactures as a means of increasing the financial strength of a community. A study of the increase in taxable basis of territory contiguous to nearly any new cotton mill center in the South will demonstrate that. The coming of an industry means employment for a greater population, more money in the shape of wages, to be spent in the shape of house rents and purchases of food and clothing, a wider market for diversified farming and the accession of new industries.

The South is to enjoy a great industrial growth, and that right soon. Fructifying capital will invariably follow the lines of least resistance. Georgia has determined to remove obstacles and to smooth the ways. That State has set an example for every other State which may find it difficult to secure its full share of development. Let the good work go on in ever-widening range.

### Banking for the South.

In a personal letter to the editor of the Manufacturers' Record, Mr. Edward Atkinson, the distinguished publicist of New England, touches upon a subject of vital interest so suggestively that we have yielded to the temptation to publish it. Mr. Atkinson says:

I have said all that I can say of the necessity of such legislation as will give the South the opportunity to supply itself with its own instruments of exchange. What more can I say? I regard the movement in the State of Georgia as a very important one, namely, legislation granting authority for the establishment of State banks with power to issue bank notes. I understand that this act has been passed in contemplation of resistance to the bank tax. If the controller of the currency should attempt to forbid, I hope that course will be taken. I believe that the 10 per cent. tax on bank circulation is an abuse of the power of taxation, and I think it will fall on an appeal. I have always regarded the silver craze in the South as to some extent justifiable under the present repressive conditions in regard to banking. Why, I learn that when the Southern banks adopted small checks in order to carry themselves through the panic, they were threatened with suits for an evasion of the tax laws. I can see nothing to forbid State banks executing reciprocal checks on each other to any extent under present laws which would serve the purposes of circulation, which would not be bank notes, and to which the present law could not be applied, even if it can be applied to the check of a cashier of a bank on his own bank, which is commonly called a bank note.

What the South needs more even than local banks is the branch bank system of Scotland and of Canada, so that the capital which cannot find a use in the North may find a safe use elsewhere.

There are many persons who, without regard to politics, believe that the germ of the currency trouble in this country is in the banking system. Others equally sincere and equally interested in their country's welfare believe that it is a question of a single standard, and that the banking system should be modified only in the direction of strengthening it. It is very evident that there are a sufficient number of extreme free-silver advocates and of extreme gold men to prevent a speedy settlement of the vexed question as long as it hinges upon the standard alone.

In the meantime, it might not be love's labor lost to try a reformed banking system, remembering that this country is a great deal larger than it was in 1860, and that more complex problems of civilization have to be met. The free-silver men contend that a greater volume of currency is needed. There may be more than one way of meeting that need. There are many among the gold-standard men who ac-

knowledge that the national bank system does not meet modern requirements—men who, like Mr. Stuyvesant Fish, would do away with government bonds as a basis of circulation, or, like Mr. Atkinson, who would abolish the 10 per cent. prohibitive tax upon State bank issues. It is believed that such men, who have the preservation of the usefulness and standing of existing institutions at heart, without yielding in the least their desire for freer circulation, could devise a plan which, if it will not settle finally the currency agitation, will do much to mitigate its intensity and to remove it from the curse of politics. The course outlined on another page by Mr. W. R. Trigg, of Richmond, Va., points clearly in that direction.

The trouble with the country is not that there is not enough money in the country, but that it does not circulate freely. Too much blood on the brain produces congestion and death. The same amount of blood properly distributed keeps body and brain sound. And so with money. Many maybe are not prepared to accept the plan outlined by Mr. Trigg as final, but it is a great stride in the right direction, as a boon to the South particularly, and not necessarily as an estoppel of the action suggested by Mr. Atkinson. We ask our free-silver friends and our gold friends who are sincere in their convictions to examine it and question themselves whether the warm discussion has not been waged about an effect rather than about the cause.

It is unreasonable to expect recognition of it from those of either side who have been hugging their idols to their hearts or who have erected scarecrows so realistic that they have stampeded themselves. Nor is their much to be expected from the professional extremists, for their occupation would be as nothingness if the problem were solved in any way but theirs.

But the reform of the banking system upon lines that will give money freer circulation with as great safety as the present is a policy upon which patriotic men of all parties may unite. We believe that the accomplishment of the reform will reduce the question of a standard to a secondary position politically, if it does not, indeed, cease to be a party matter.

### For the South's Benefit.

In a letter to the Manufacturers' Record, Mr. T. W. Pratt, president of the West Huntsville Cotton Mills Co., of Huntsville, Ala., says:

I think that the ultimate result of the efforts being made by the National Association of Manufacturers will be of much benefit to the South, as the greatest effort will be put forth to increase our business with South and Central American points.

This is another statement sustaining the contention of the Manufacturers' Record that it is to the best interests of Southern manufacturers to become members of the National Association and an argument for increased activity

in developing the South's industrial and commercial opportunities.

### Southern Exports Again.

Now that the season during which the South Atlantic and Gulf ports do much of their heavy exporting of the year is here, the figures of the January exports of breadstuffs show that their record of last year is being largely raised. The total value of such exports for the month, compared with those of January, 1897, increased from \$16,971,173 to \$24,771,160, or \$7,799,987, equal to 46 per cent. Of this increase 66 per cent., or \$5,046,937, was at four Southern ports. In the meantime the exports at Boston were reduced \$28,680, or nearly 2 per cent., and the greatest gains at other ports were made by Philadelphia in the East and Puget Sound and Willamette in the West, San Francisco losing \$626,761, or 27 per cent. A comparison of four Southern ports with four others, showing the actual increase for the month and the proportionate gain, follows:

Port.	Increase.	Per cent.
Baltimore .....	\$2,818,725	133
New Orleans .....	974,367	66
Newport News .....	744,905	58
Galveston .....	508,940	138
Philadelphia .....	1,232,932	140
Willamette .....	892,625	151
New York .....	686,034	13
Puget Sound .....	577,288	112

The significance of this comparison becomes greater when it is noted that value of exports at Philadelphia in 1898 are \$3316 less than those of Baltimore in 1897, and less than half of those of Baltimore in 1898; that those at Willamette in 1898 are but \$11,240 more than those at New Orleans in 1897, and that while those at New York were nearly four times as great as those at New Orleans in 1897, in 1898 they are little more than twice as great. New Orleans's exports in 1898 are nearly equal to those of Willamette and Puget Sound combined.

While these statistics are being formulated New York is still plunging around seeking explanation of the modification of its commercial standing. The Philadelphia Record, discussing the complaint of differentials, says:

The grain raised in a large part of the heaviest corn and wheat producing area of the Mississippi valley is 500 miles nearer to New Orleans than it is to either New York, Philadelphia or Baltimore. When the railroad facilities for carrying grain toward the Gulf shall be so far improved as to equal the facilities for carrying it to Atlantic ports, the 500 miles of shorter haul will be conclusive of the direction a very large proportion of Western freights will go. The facility for water transportation on the Mississippi river is a counterbalancing advantage to the facility of lake transportation that must also be taken into consideration in speculating on the future drift of trade. The cities on the Gulf are the real rivals which New York has to fear. As they build up a permanent export trade, a larger and larger import trade will inevitably follow. The ships that carry out cargoes of cotton and corn will bring back merchandise for distribution in the Mississippi valley States. This merchandise will be carried by rail to the places of final consumption at rates

which will defy the competition of the east and west trunk lines. Trade flows, like water, in the direction of least resistance. As the Gulf States and the States of the lower Mississippi valley grow in industrial and commercial importance, the cities on the Gulf will grow and encroach upon the northward and eastward trade to Atlantic ports. It is better that the export and import trade of the country should be distributed to the several advantageous ports on our extended coast line than to be crammed and congested in one or two. There is enough for all, and the country is growing.

Let the Southern ports exert themselves to bring their imports nearer their exports and they need not fear what New York may do unto them.

#### Good Judgment Exercised.

In view of the fact that certain products of the Massachusetts Cotton Mill at Lowell can be produced at the mill in Lindale, Ga., for a lower cost than they can be produced at Lowell, it is therefore

Voted, That the directors be instructed to consider the possibility of an extension of the business in Georgia and report thereon at some future meeting of the corporation.

This action, according to a press dispatch from Boston, Mass., was taken by the stockholders of the Massachusetts Cotton Mills of Lowell after a comparison of the work of the mills in Lowell and Georgia. The reports stated that the mills in Lowell, in common with other Northern manufacturers of cotton goods, had suffered from the depressed condition of the cotton goods market and low prices, which were below what many classes of goods could be produced for under the rate of wages obtained in Massachusetts. On the other hand, the plant in Georgia, making goods similar to those made in Lowell and obtaining the same prices, owing to the lower cost of manufacture due to cheaper wages, longer hours, lower taxation and lower cost of power, had been able to return a fair profit.

Here is another indication of a growing sentiment in New England which can result only in benefit to the South and New England investors there. It is a sentiment which the Manufacturers' Record has encouraged systematically and which it will continue to develop to the best of its ability. It wants New England investors to adopt as a motto: "To the cotton fields."

#### Educating to Nothingness.

One of the problems of the day relates to the means to be employed to educate the Southern operatives up to the New England standard.—Fall River Daily Herald.

If the proposed education of Southern operatives is to reduce them to the lamentable condition of the operatives of Fall River and other parts of New England, God save the Southern operatives from education! Real education is supposed to develop a man's reasoning faculties and his power of observation. That the endeavors of a Gompers to precipitate a general strike of 147,000 millworkers in New England under present circumstances should for a moment gain any support indicates a lack of real education.

The textile industry in New England is in such a delicate condition that the effects of a shock would be very serious. Yet in the face of the fact, acknowledged North and South, that whatever impairs the efficiency of New England mills enables the Southern mills to increase their advantage, and consequently tends to limit still more the opportunities of New England operatives to make a living, the latter seem determined to adopt a policy directly on that line.

Such conduct can be accounted for only by a mental training that unfits

a man for the practical affairs of life, and which trains him for self-annihilation. Southern operatives should avoid any action encouraging such a suicidal policy on the part of their Northern fellow-workmen, but above all should turn a deaf ear to alleged educators who would train them to a like frame of mind.

#### Culture in Cotton Mills.

Our New England contemporaries are prone at times to lament the lack of culture among operatives in Southern cotton mills. Thus the Boston Commercial Bulletin recently said:

Southern operatives will not in many, many years rank of the same relative intelligence as the Northern mill hand, because of environment, natural conditions and lack of educational advantages.

It were a waste of time to argue such a question, but the dogmatic position may be weakened by a letter that we have received from a New England operative, and which we challenge any Southern operative to match it. We reproduce it in full, with the exception of the writer's name, as follows, as food for thought for students of comparative philology and culture:

Fall River, Mass.  
Feb 3 1898

Manufacturers Record  
Baltimore, M. D.

Mr. Edmonds Dear sir I Am not I am not Agutined with the south Any way what so ever If I was I culd answer your letter but as it is I dont see How I can At this time not nowing Anthing About the places I Have worked In the mill since I was 8 yers old now I am just about turn 40 I am In want of a supt Position I Have worked in every room in the mill prity much can Do My work I Have second Handed & Overseere And bin supt ten for 8 years and I am lookin for Just such a posito you writing Me In regard too the south that is a place that I shuld like to look Over sum time there may bee something there that May be of sum survis too Me dont no shure If your people nows Of anthing In My line I shuld be very Glad To Have them to bar me In Mind If there shuld be anthing I shall Bar you In mind Hoping I shall be Able to ansure you leters sum day later On If I shuld go south I wanted under stud that I Am Just as good a Manufacture too day as I Hever was up with the times and every thing per taining a cotton mill Hoping I shall Here from you soon Very truly yours.

Hoping that you Will do what ever you can for me thrug your papers And what ever wire pulling you May Have With aney one I can refer you to aney supt Or tres In fall river Nety Machine Masons Mac Whitlins Machine Or Drapers at Ope dale or William Walsh at Drapers any of these you or aney one els can Write to them About sober Man never was drunk In my life sir these men Now me all of them.

The writer of that letter has managed to get along in the world first-rate without being handicapped extremely by what passes in some quarters as education. If he be a genuine product of the cotton-mill industry in New England, there cannot be such a large margin there for criticism of Southern operatives. Our correspondent is not only a skilled operative, but he is a superintendent of a mill and a member of the New England Cotton Manufacturers' Association. What must be the culture of the mere "skilled spinners and weavers?"

The Manufacturers' Record does not publish this in any spirit of ill-will, but merely as an offset to the unending criticism of Southern cotton-mill operatives, and what our friends claim to be their hopeless ignorance and poverty.

Under the provisions of the acts enlarging the area of Memphis, Tenn., the benefits of the sewerage system are to be extended to the suburbs. Memphis has learned by experience the ad-

vantages of municipal sanitation and has wisely determined to maintain its model policy.

#### Training in Technology.

The semi-annual meeting last week of the board of trustees of the University of Tennessee had results gratifying not only to the friends of that institution, but also to everybody interested in general education in the South. The reports showed that under the presidency of Dr. Charles W. Dabney the university is progressing healthily, permitting of the establishment of new departments and the erection of new buildings.

Of these the one of chief importance is to meet the expanding demands of the mechanical department. It is proposed to make this the largest and best in the South, and its building will contain the machine shops, pattern shops, blacksmith shop, foundry, hydraulic, electrical and general laboratories, classrooms, etc., the boiler, engine and dynamo-rooms. The equipment of the mechanical department will be extensively enlarged and improved. This structure will be built "factory style," and contain all the latest ideas.

In taking this step the trustees are wisely adding to foundations upon which much of the prosperity of the South is to rest. The growth of industrialism and railroads will create an ever-increasing opportunity for a career for men technologically trained. Properly equipped Southern men will naturally have the preference. The University of Tennessee is evidently resolved to do all within its power to produce a supply equal to the demand. It should be commended and encouraged to even greater efforts.

Pensacola is not sufficiently advertised. There should be a notice of her resources and facilities in every trade and industrial journal of the Union. Advertising pays, as every shrewd business man knows.—Pensacola News.

Every town and county in the South need persistent advertising in order to attract attention to their especial resources. The world knows of the South in general, but it needs to know of the specific attractions of every locality that desires capital and immigration. The South should regard advertising just as essential to its prosperity as does the successful merchant. First, it should liberally support its local papers, in order that they may be its best advertisement, and then it should advertise in publications that reach the manufacturers, the capitalists and the farmers of other sections.

The proposition of the Secretary of the Treasury to consolidate the customs of Norfolk and Newport News, Va., is as unnecessary as it is unexpected. Its effect upon Norfolk would be only injurious, and the advantage gained by Newport News would be but slight. On the other hand, the change would tend to defer, if not to prevent, the growth in the Norfolk basin of a great commercial and industrial center for which nature has provided and which would ultimately make a consolidation of customs beneficial to all the components of the emporium.

The Engineers' Club of Cincinnati, O., has a membership of 118. Its officers are: President, G. W. Kittredge; vice-president, W. B. Ruggles; directors, A. O. Elzner, H. E. Warrington, William C. Jewett; secretary and treasurer, J. F. Wilson.

#### A PLEA FOR CONCESSIONS.

Mr. W. R. Trigg Writes of the Indianapolis Currency Plan.

A letter which by its elaborateness and thoroughness will attract wide attention has been written to Gov. J. Hoge Tyler, of Virginia, by Mr. W. R. Trigg, of the Richmond Locomotive and Machine Works. Mr. Trigg is a member of the standing executive committee of the Indianapolis monetary commission, and he contends that the plan of currency reform formulated by that body asks concessions from the gold and silver men alike, to the gain of the latter. Without having his support the silver men, he says, have his deepest sympathy, and he has claimed that the 10 per cent. bank tax was responsible for the unequal distribution of currency. He finds the relief desired in the new plan and has prepared his letter to Governor Tyler setting forth the effect of the plan in Virginia and Indiana, and then in the whole country. In figuring he has considered the plan as fully carried out and as it would be under an emergency, i. e., all notes issued and ultimate retirement of the demand obligations of the government accomplished.

Regarding the profitability of the note issue, he shows from a statement of October 5, 1897, of the thirty-five national banks of Virginia that "the national banks of the State have \$2,460,000 invested in government bonds to secure an issue of \$2,000,000 national bank notes, being a first loss in loanable funds to the community of \$460,000.

"Now as to the profit to the banks, say The \$2,460,000 government bonds yield 3%, equals..... \$73,800 And the \$2,000,000 notes, less the 5% redemption fund of \$100,000, gives \$1,900,000, at 6%..... 114,000

Making income..... \$187,800 Less 1 1/2% tax on bank notes..... 20,000

Leaves net income..... \$167,800 which is only 6.82 per cent. on \$2,460,000, and the loans to the community amount to only \$1,900,000, a loss, including the reserve, of \$560,000 by the issue of notes.

"Now, under the proposed new law, of the \$2,460,000 invested in government bonds, only \$500,000 would be needed to secure \$2,000,000 of currency, leaving \$1,960,000 to loan to the community, and the returns to the bank would be:

U. S. bonds..... \$500,000 at 3% \$15,000 Proceeds of bonds released..... 1,960,000 at 6% 117,600

Note issue \$2,000,000 Less 5% redemption and 5% guaranty funds... 200,000

1,800,000 at 6% Less graduated tax (afterwards to be explained and that should be called an interest charge and not a tax). 1.6%

Net ..... 4.4% 70,200

Total ..... \$211,800

Less 1/4% government tax for expenses ..... 2,500

Net income..... \$209,300

which is 8.66 per cent. on the outlay of \$2,460,000, and the loans to the community are \$3,760,000, a gain of \$1,300,000, and adding to this the loss under the old system of \$560,000, gives \$1,860,000 more loanable funds. Thus the difference is seen: Under the old plan \$1000 invested in government bonds gives \$800 in currency, and under the proposed plan it gives \$3600, or four and one-half times as much.

"Now as to the tax or interest charge. It is not onerous. The 1 per cent. tax on currency under the present law, and allowing only 90 per cent. issued on the par value of the government bonds, and the consequent large investments at low rates, represents a present greater bur-



den to the banks than the average tax under the proposed law, which, besides the  $\frac{1}{8}$  per cent. for expenses, is 1-6 per cent. when all is issued; only  $\frac{1}{2}$  per cent. when 80 per cent. is issued, and disappears when only 60 per cent. is issued, while the veritable tax under the present law is constant.

"The final riddance of bonds as security on the notes is approached with rapid strides when it is dropped from 120 per cent. to 25 per cent., and the 25 per cent. after five years is to disappear at the rate of one-fifth per annum, all notes being free after ten years, really an average of about twenty-one months.

"Now if the proposed law was passed, and nothing was done under it save and only that the national banks availed themselves of its privileges, see the flood of aid they would bring to the State of Virginia: Their capital amounts to \$4,636,300, and they could issue notes to that amount, increasing the present note issue (\$2,000,000) to \$4,636,300, and releasing \$1,300,925 of money now locked up in government bonds by reducing the \$2,460,000 bond investment to \$1,159,075."

Mr. Trigg believes that after the adoption of the plan rates above 6 per cent. would not prevail in Virginia. After applying the same reasoning to Indiana and reviewing the work of the Indianapolis commission, and explaining that State banks will be permitted to come into the plan, he shows the profit on \$100 of capital as follows:

25% in government bonds, at 3%.....	\$0 75
5% guaranty fund.....	..
5% redemption fund.....	..
25% untaxed, at 6%.....	1 50
20% at 6%, less 2% tax.....	80
20% at 6%, less 6% tax.....	..
100% in notes based on capital, as above.....	\$3 05
100% in capital itself.....	6 00
	\$9 05

The working for a particular bank is given thus:

"A bank organizes with \$100,000 capital, and, investing \$25,000 in government bonds, we have:

Bonds .....	\$25,000
Cash .....	75,000
	\$100,000

"Thereupon it is entitled to issue \$100,000 in notes, subject to an average tax of 1.6 per cent., and with 10 per cent. of the amount reserved for guaranty and redemption, leaving \$90,000 to loan, with \$75,000 of capital.

Or \$105,000 at 6%.....	\$9,900
25,000 in bonds, at 3%.....	750
10,000 redemption and guaranty.....	..
\$200,000 .....	\$10,650
Less tax on notes.....	1,600
	\$9,050

subject to a tax of  $\frac{1}{8}$  per cent. on capital and surplus.

"This runs for five years, say:

\$9,050 x 5%.....	\$45,000
6th year equals \$9,050 + \$150 (20% of bonds released).....	9,200
7th year equals \$9,200 + \$150 (20% of bonds released).....	9,350
8th year equals \$9,350 + \$150 (20% of bonds released).....	9,500
9th year equals \$9,500 + \$150 (20% of bonds released).....	9,650
10th year equals \$9,650 + \$150 (20% of bonds released).....	9,800
Average for first ten years.....	\$9,275
Average for second ten years.....	\$9,800
Average for twenty years on 6% basis .....	\$9,537.50

"Now our currency would stand under the new plan:

Gold .....	\$692,691,685
Silver dollars.....	452,713,792
Subsidiary .....	75,414,007
	\$1,220,819,484

Bank notes—	
Normal .....	\$600,000,000
Active .....	200,000,000
Emergency .....	200,000,000
	1,000,000,000
	\$2,220,819,484

a per capita of over \$27.50 when we have a population of 80,000,000.

"The twenty-two States that voted for Bryan, having a capital of \$103,000,000,

can issue that amount of notes without increase of capital and upon about the same bond investment that is called for now on their issue of \$23,000,000 notes, and it is incomprehensible to me if new banks do not arise under a beneficent law, giving them all the currency they need at all times and under all conditions."

Mr. Trigg asserts that nothing is required under the commission's plan that would embarrass the banks as at present conducted, for the trend of it throughout is to relieve credit and do away with restrictions, and, in conclusion, says:

"This plan, if adopted, should give to everyone in the State who is entitled to credit the opportunity to use it—an end that I know you greatly desire to see."

#### SOUTHERN FURNACEMEN.

##### Meaning of Their Meeting at Birmingham Still Unrevealed.

[Special Cor. Manufacturers' Record.]  
Birmingham, Ala., February 15.

There was nothing of significance in the iron market the past week. Quotations were reported as fairly steady and business rather quiet. One could hear of some suspicious evidences that indicated someone was weakening in price, but no facts were forthcoming to substantiate the charge. A general denial is made of any concession by furnaces in this district. The position of the market is strongly in sellers' favor.

The export trade has been rather quiet. Reported among them was one of 2000 tons for Japan. Ocean tonnage was taken with rather more freedom, as an advance of one shilling per ton acted as a stimulus to shippers.

There have been such charges and countercharges as to price-cutting among the competing interests in iron that a meeting of Southern furnaces was held here the past week to discuss the situation, heal their differences, harmonize their interests and work in union for mutual profit. With these objects in view the meeting lasted two days and then adjourned until this week. This action is "prima facie" evidence that matters not anticipated by some of the participants came up and required further authority or more deliberate thought before action. The most earnest effort to obtain definite information as to the proceedings has met with no success. All the participants are as dumb as oysters, and, so far, it is a close corporation in this respect. But one does not have to be a mind-reader to announce that the conclusions arrived at and the action determined upon will have an important influence on the market.

The Alabama coal interests competing for the Mississippi river business met their Pittsburg competitors lately and scored a defeat for themselves. They figured on about what they thought Pittsburg would do, and overlooked what they could do. When the bids were opened Alabama wasn't "in it."

Enough leaked out the past week to induce the positive statement that the rolling mill was on the eve of commencing improvements that would add to the capacity of the rolling mill and enlarge their steel mill. These letters mentioned both some time back. Those in charge of affairs will not talk, but there is no doubt of the substantial correctness of the report. The management of this industry has been, since the removal of its president to this point, ever in the line of progress and improvement, and its business has increased with its increased facilities and efforts. It is one of the institutions that never passes a dividend.

The minor industries all report plenty of work and more coming in sight right

along. As a point for engine and boiler making, we are fast coming into prominence in the Southern section, and orders from the Mexican border to the Atlantic and from the Gulf coast to the Ohio river are of common occurrence. The Alabama Bridge and Boiler Works have taken orders lately for boilers for 500 and 1000 horse-power capacity, and orders for Corliss engines are no longer "few and far between." In all lines of work the reawakening has come and the spirit of progress has imbued this locality.

J. M. K.

#### FACTORIES FOR HOUSTON.

##### Outlook for the Location of New Industries There.

[Special Cor. Manufacturers' Record.]

Houston, Texas, February 14.

From present appearances the year 1898 will witness the location in Houston of several factories of different kinds. That furniture will be produced in this city in considerable quantities before the close of the year is now almost a settled fact. The need of tile for under-drainage in the fruit and vegetable belt known as the coast country of Texas is appreciated by several successful tilemakers in different portions of the country, and the advisability of building one or more tile factories is now under serious consideration.

All other matters of public interest, however, sink into insignificance when contrasted with the deep-water channel from this city to the jetties at the mouth of Galveston bay. Our people are becoming well informed regarding the resources of the great transmississippi country, which finds its nearest outlet to the markets of the world through deep water on the Gulf. Last year was a prosperous one with the American farmer. The Agricultural Department of the United States has recently issued some statistics which are worth repeating a great many times. The corn, wheat, oats, rye, buckwheat, potato and hay crops for the year 1897 reached a valuation of \$1,612,329,554. Add to this a cotton crop of 11,000,000 bales at the low price of \$25 per bale, a total of \$275,000,000, and then the tobacco crop of \$35,574,220, and we have a total of \$1,922,903,774. Certainly a wonderful showing.

But the above figures tell only half the story. To the above total of almost two billions of dollars, in round numbers, let us add the poultry and egg crop, the fruits and vegetables, and then the interesting item of farm animals, which reached in 1896 \$1,727,926,084, and we have as the product of the American farmer the magnificent total of \$4,000,000,000, in round numbers, an amount which would pay our national debt and then leave a surplus to which the fortunes of the Rothschilds, Vanderbilts and Astors combined are but a trifle.

We compliment the business genius of our great bankers and manufacturers, but when it comes to the sustaining power of this government we must depend upon the farmer. In 1896 exports from the farm aggregated \$664,955,372, or 67.38 per cent. of our total exports. The achievement of 1896, grand as it was, was exceeded in 1897, when the exports from the farm reached \$730,323,514, or 67.63 per cent. of the total exports.

The reason why Houston people are particularly interested in these vital statistics at the present time is that this city, which is a most important railroad center between the Missouri river and the Pacific coast, is seeking to add to its transportation facilities by bringing deep water to the railroads. To show why the

transmississippi country is entitled to the appropriation which will give her an additional port, it may be said that Texas raises one-third of the entire cotton crop of the United States, and more farm animals than any other State; Nebraska leads all States as a corn producer; Kansas took second place as a wheat-growing State, and Oklahoma raised more wheat and corn than many of the older States. In fact, Kansas, Nebraska, Oklahoma, Indian Territory and Texas furnished not less than 25 per cent. of the total exports of the United States, and certainly this section which does its part in producing a surplus crop to bring money into the United States is entitled to an appropriation large enough to bring deep water to the chief railroad center of the Southwest.

Deep water on the Gulf coast is almost a religion with the people of the great agricultural midcontinent directly north. The position of the people of Kansas was expressed in an interview published recently in the Houston Post with Mr. Thomas Richardson, an aged merchant of Wellington, Kan. Mr. Richardson said: "The Kansas people have greater interest in deep water at Houston than have your citizens here at home, for the reason that the Kansas farmer produces wheat and corn, weighty cereals, upon which the freight is a large per cent. of the value of the crop. There have been instances when it took 65 per cent. of the Kansas farmers' corn crop to get the other 35 per cent. to deep water."

A special delegation of the more prominent business men of this city, of which Capt. J. C. Hutcheson, ex-congressman from this district, is chairman, will leave Houston for Washington on the 23d to appear before the committee of rivers and harbors, and they go with the hope of securing a favorable report on the appropriation at the present session of Congress.

The Houston Newcomers' Association, of which mention was made in the Manufacturers' Record a few weeks since, now embraces in its membership representatives from thirty-eight States and Territories. The chief object of this association is to aid in securing a government appropriation for the purpose of making the city of Houston a deep-water port. All residents and property-holders in Houston and Harris county, who have become such in the past seven years, are invited to become members of this association. The association certainly proves that this city and the coast country of Texas is securing a large immigration from all sections of the United States. The association has compiled and distributed a clear, succinct statement showing the advantage to the West of the deep-water improvement, which will undoubtedly have its effect for good. Hundreds of letters are being received from prominent business men, shippers, farmers, and many from congressmen and senators, pledging aid and support towards securing the appropriation necessary to make the ship channel a realization.

Intense interest is being manifested in many portions of Texas in tobacco culture, and this is particularly true of the district of which Houston is the center. Several meetings, well attended by the leading business men of the city, have recently been held to consider not only the culture, but the handling and manufacturing of tobacco. It is hoped that not only tobacco warehouses, but important tobacco factories will be located in Houston as a result of the increased acreage planted in tobacco. Hon. James Wilson, Secretary of Agriculture, gives it as his opinion that as fine a grade of cigar to-

bacco can be produced in Texas as is raised in Cuba. Prof. J. H. Connell, director of the Texas Agricultural Experiment Station at College Station, says: "Havana tobacco can be very profitably grown upon many soils in this State. Nearly all of the different cigar tobaccos do remarkably well in Texas." Mr. Geo. Schuster and Williams & Brinkley, leaf tobacco dealers, of Milwaukee, Wis., have pronounced samples from this section of Texas as the best American grown leaf tobacco that they had ever seen, and stated that they were willing to take 100,000 pounds at forty cents per pound.

Owen Smith & Co., of Willis, sold 60,000 pounds last week to a New York city leaf dealer. The price was not stated, but it was known that Mr. Smith had said he would not sell for less than sixty cents per pound.

The general wholesale and manufacturing community of Houston is in a prosperous condition. The immigration to this section continues upon the increase, and the outlook for 1898 being an exceedingly prosperous year is indeed flattering.

#### AROUND THE COTTON MILLS.

##### Remarkable Industrial Growth in Ten Years of Charlotte, N. C.

(Special Cor. Manufacturers' Record.)

Charlotte, N. C., February 14.

No town in the South has attracted so much attention to itself in recent years by reason of its industrial growth and development as Charlotte. So rapid and substantial has this growth been that Charlotte is now the recognized center of the cotton-milling industry of the Southern States—a fact conceded by the industrial interests of the country in general, and by the makers of textile machinery in particular, many of whom have settled upon Charlotte as the most central point in the South from which to handle their machinery. The D. A. Tompkins Co. and the Charlotte Machine Co. build and equip cotton mills complete, from laying the foundation to turning on the steam, and this country is dotted with some of the finest mills in the whole country as a monument to the skill of these mill-builders. The Charlotte Supply Co. carries all sorts of cotton-mill machinery and equipments; the Whitin Machine Co. has elegantly appointed headquarters here, and the Electrical Engineering & Supply Co. does a large business in its line. The territory supplied by these firms from Charlotte embraces in North Carolina and South Carolina 263 cotton mills, operating 2,255,496 spindles and 60,193 looms. The very fact of Charlotte being the central point for this populous milling territory shows the importance of its relation to the cotton-milling interests of the South at a glance.

In Charlotte alone there are twelve cotton mills, as follows: Ada Manufacturing Co., yarns; Alpha Manufacturing Co., yarns; Atherton Mills, two-ply yarns; Charlotte Cotton Mills, print cloths; Crowley Manufacturing Co., towels; Crown Mills, hosiery; Robbins Manufacturing Co., sash cord; Summerville Mills, webbing; Louise Cotton Mills, convertible goods; Victor Cotton Mills, yarns; Highland Park Manufacturing Co., ginghams; Charlotte Oil & Fertilizer Co., wadding and batting.

In Mecklenburg county, of which Charlotte is the county-seat, there are two cotton mills at Davidson and mills at Huntersville and Pineville.

The attention which has been attracted to Charlotte by reason of the great development of the cotton-milling industry has been increased within two years past by the springing up of another prosper-

ous industry—the manufacture of trousers. This branch of industry is now represented by five factories, four of which occupy buildings erected especially for the purpose. The firms now employed in the manufacture of clothing are: The Charlotte Clothing Co., the Dixie Pants Co., the Charlotte Trouser Co., the Southern Pants Co. and the Piedmont Trouser Co. The factories have three, four, five and sometimes six salesmen on the road and sell goods in several Northern States, in all the Southern States, in Mexico, throughout the West and in the Pacific Coast States.

These two principal industries are comparatively new ones, creations of the past few years, for until 1888 there was but one cotton mill in Charlotte. Bearing this fact in mind, the readers of the Manufacturers' Record may be able to get a clearer idea of the remarkable growth of this city from an ordinarily substantial country town to one of the most thriving industrial cities in the entire country, and the capital, as it were, of the cotton-milling South. A small system of water works was put in during 1882. This city then had 11,000 people. It had two large foundries, a female college, its one cotton mill, gas light, roughly paved streets, no street cars and no sewerage.

The population of Charlotte, as revealed by a census taken in November, 1897, is a fraction over 25,000. In addition to the cotton mills and clothing factories already named, it has two cotton-seed-oil works, fertilizer works, two iron foundries and a number of machine shops, electric lights, electric cars, a park and suburban town of fine homes, flour mills, sash and blind and woodworking factories, a water-works plant, doubled in size since 1882, a fine system of sewerage, elegantly paved streets with smooth cement sidewalks, three new public buildings, city hall, county courthouse and United States postoffice, costing altogether \$200,000; one of the finest Southern colleges in the South, an evening and a morning paper, the latter—the Observer—a handsome eight-page daily, recognized as one of the finest papers South of Baltimore—these and many other institutions now mark Charlotte as the leading and most progressive town in North Carolina.

Charlotte has four national banks, whose united capital gives the city ample facilities in that line. It is a prosperous shopping center, with big, handsome stores, and has a great out-of-town trade over the six railroads which center here. Its reputation as a place of good hotels is well known abroad. A glance over town shows new houses in all directions. Over 300 houses were built in 1897, one of them, the building of the Piedmont Insurance Co., a home concern, being five stories and one of the handsomest office buildings to be found anywhere. Within the next twenty-eight months the Four C's Company will put in a new gas plant and will double track its electric car lines on the principal streets, besides extending the tracks through the eastern and northern sections of the town.

Rapidly as the city has grown up, at during no year in its history has so much building been done as will be done in 1898—that is, in the way of residences and stores. There are no new factories being figured on at the present time that this writer knows of. There is not an idle mechanic in the city who wants to work.

One important factor in the commercial and industrial life of Charlotte is the Manufacturers' Club, which has an elegantly appointed home in the Observer Building. This club has given some notable entertainments to visiting delega-

tions of manufacturers and business men from the North. The climate of the place favors health and prosperity; the people are progressive, broad-minded and liberal-spirited. Many of them are wealthy. Charlotte, in fact, being the richest city in North Carolina. A New York Sun writer has said that if the money Charlotte's citizens had invested in outside towns was all in Charlotte, this city would have a population of 60,000.

Charlotte has unusually good educational advantages. Elizabeth College, just completed, cost \$75,000. There is a Presbyterian college for women, a Catholic convent, commercial and business college, private school for boys and graded schools for white and colored. The white graded school is a large three-story brick building, and there are 1200 children on the daily rolls. Biddle Institute, for colored people, located on the suburbs, cost \$80,000.

WADE H. HARRIS.

#### Some Views from West Virginia.

Charleston, W. Va., February 5.  
Editor Manufacturers' Record:

As a Southerner I can no longer refrain from the expression to you of the gratitude I, in common with all the people of this section who are enlightened as to the truth, feel to you and your earnest, sagacious and uncompromising associates who have, through your great organ, the Manufacturers' Record, so persistently vindicated, encouraged and promoted the material interests of the South. If, indeed, you did not inspire, as you certainly hastened, the tremendous revolution in our economic affairs, which now assure so much glory to the South, even to the extent of establishing upon a permanent basis the indisputable supremacy of our section.

Your sincerity and zeal, your undeviating devotion to the cause of the South in her struggle against such overwhelming financial conditions that we have been forced to encounter since the war between the States, have been for years illustrated in every number of your great journal, until now we witness in your harvest a most gratifying reward in the profound appreciation of your invaluable, your inestimable labors. You have constantly uttered to us the "words of truth and soberness." But in nothing have you displayed your devotion to the South and her cause more than in your opposition to the intolerable scheme to invest a trio of ordinary men with, I may say, limitless power—power so far-reaching, indeed, despotic, as to leave in doubt the disinterestedness and integrity of the member who could even submit a proposition so monstrous to the consideration of Congress, to manipulate and control the invested wealth of others, according to their own sweet will. Why should that "interstate railway commission" desire to increase the burdens and responsibilities of their office by an enactment? Is it their hope to reap a harvest before the courts can check them by correcting the evil? As guardian of the public welfare the Manufacturers' Record has not failed in its duty to expose the iniquity and danger of such a conspiracy—for such it is—against the whole country, if it is not designed as an effective means for the oppression of and arrest of the phenomenal progress of the South. You have discovered to the people the truth.

I submit that it would be more in accordance with "the eternal fitness of things" to abolish the commission and relegate the railways to their former competitive relation to each other rather than to confer upon an irresponsible coterie the three distinct functions of the nation, viz., to legislate, to construe their

own laws and to execute them in all matters pertaining to those all-important interests of the people, the railways and transportation industries, as well as many auxiliary interests depending upon them.

We have no apprehension of a failure of prosperity here in our magnificent region so soon as conditions admit of progress anywhere in our country. Our coal, timber and iron resources are beginning to receive due recognition. Among others the sagacious and everywhere esteemed Mr. Abram S. Hewitt, of New York, has invested largely in our land, coal and timber.

Here at the falls of the Great Kanawha river we have, next to Niagara, the greatest water-power east of the Rocky mountains, and, surprising as it may seem, this power is entirely idle, though there is immediate use at hand for all of it.

OLIVER A. PATTON.

#### BEET SUGAR IN VIRGINIA.

##### Some Suggestions from the Practical Standpoint.

Washington, D. C., February 14.

Perhaps there is no one subject interesting all sections of the country as much as that relating to sugar.

Over half the States during the past year, either under State supervision or that of the general government, or both, have made tests.

The narrow band of 200 miles mapped out by the government expert many years ago as being capable of producing beet sugar has broadened to 400 miles or more and tests this present year are to be made still further south. There seems to be no reason given why the sugar beet cannot be grown further south than Virginia as successfully as other beets.

Perhaps the longer season and warmer climate may give better practical results south of Virginia than have been developed in New York or Michigan, which this year are the banner States, the tests on an average in both of these States showing 16 to 17 per cent. of sugar with a coefficient of purity of 80 to 90 degrees. Tests have been made from year to year in these two States for several years with a constantly increased value of the beet. This year's tests in these States have been made under the most favorable conditions. Tests made at the beginning were no more favorable than the average results made this year in Virginia, when for the first time the State took the matter in charge, but with no experience.

This year's tests in Virginia give 13 to 14 per cent. of sugar in beets with 80 to 85 degrees purity, exceeding those of Utah, where beet sugar has been made successfully for several years. So it may be that with more experience, and under culture like that given in New York and Michigan, the results will equal or exceed those of the Northern States.

The time of seeding and harvesting the beets must vary with the latitude and climate where grown. This has not been followed in the South. Nor will this year's tests in the South be under the best conditions, as the ground was not fertilized and subsoiled last fall for this year's crop of beet. These two points are all-important for good results—fertilization, six months or a year before sowing, to avoid impurities in the beet, making available a large per cent. of the total sugar in the beet; subsoiling, to retain a supply of water, heavily charged with ammonia, to hasten its growth, and before the dry season arrests its development.

The sugar beet supplied with a large supply of water at the outset conserves



the moisture better than any other plant, if seeded in rows sixteen inches to eighteen inches apart, with single beets left standing in the rows six inches to eight inches apart, for the leaves soon spread and protect the entire ground from the sun's rays. Till this is done frequent shallow cultivation of the ground also conserves the moisture.

Failure to get good results in Virginia can be attributed almost always to one of two causes, which can be overcome without difficulty. The first is indifference and neglect by the farmer, who prepares his land shallow, neglects to thin the crop and remove the weeds when the fourth leaf appears on the beet, with infrequent and deep cultivation. Another cause of failure is found in farmers who think they can improve on the methods pursued by the two most successful scientific nations of farmers on the globe, where they have grown beets for nearly a century and where over half the sugar of the world is produced. To deviate the least from their methods is to invite failure.

The problem now is how to secure factories and how to get a supply of beets that will warrant spending \$250,000 to \$300,000 in factories. The farmer is asked to take hold of a new crop, concerning which he knows little or nothing, using new methods, for beet-growing is more gardening than farming. It is intense culture, something outside of truck farming; the Southern farmer knows little about it. It requires painstaking care. He has never seen the crop grown. His knowledge is hearsay mainly. Someone must get down on his marrow bones to properly care for the crop, in place of riding horseback or on a sulky plow.

The blacks of the South now own numerous small farms, taught to do all kinds of work and anxious to learn and increase their means. Their families are large. From these and the poorer white population is to come the work that will make successful beet culture in the South.

The problem now confronting the beet-sugar industry most is the annexation of Hawaii, where coolie labor is used at \$3 per month. With annexation, we cannot expect beet sugar to thrive for the next twenty-five years, possibly it may defer it indefinitely. Capital will not be put in beet-sugar factories as long as this annexation scheme is pending, and so the production of beet sugar in the South cannot take place for many years, if annexation takes place, while consumers of sugar will continue to pay twice the cost and we will tax ourselves over \$8,000,000 yearly for the benefit of a few adventurers in Hawaii and these workmen.

The present reciprocity treaty is the cause of it. Annexation is to perpetuate the evil. It behooves every citizen not hypnotized with jingoism to post himself and then let his representative in Washington know how it affects him. If this is done, the South will produce more sugar than she consumes and supply the rest of the world with sugar as she now does with cotton.

One hundred millions of dollars now spent on foreign sugar will be kept at home, produced at half the price we now pay for it.

#### BEET SUGAR MANUFACTURER.

An important feature of the sample warehouse which the National Association of Manufacturers is now opening in Caracas, Venezuela, will be a library and reading-room containing such American publications and periodicals as may be of interest to the business men visiting the place. The warehouse will be visited by a great number of merchants from all parts of Venezuela.

## COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

### Southern Exports from Pacific Ports.

The importance of Southern products to Pacific steamship lines is evidenced by a recent statement prepared by President James J. Hill, of the Great Northern Railway Co., which has a traffic arrangement with one of the principal Asiatic steamship companies. The statement was prepared for Congress. It shows that in the years 1896 and 1897 there went over these lines from Missouri 208,662 pounds of cotton; from Mississippi, 307,405 pounds; from Texas, 33,441,605 pounds; from Alabama, 815,527 pounds; from Tennessee, 43,403 pounds; from New York, 295,830 pounds; total, 34,641,873 pounds. Of sheetings there went from South Carolina 2,517,907 pounds; from Virginia, 105,505 pounds; from Mississippi, 40,380 pounds; from Alabama, 335,872 pounds; from South Carolina, 15,707,603 pounds; from Georgia, 1,804,707 pounds; from Ontario, 33,125 pounds; total, 20,654,854 pounds.

Commenting upon the figures, Senator Davis said: "They disclose some very remarkable facts. The tonnage over these lines from Texas is equal to the total from Pennsylvania and Ohio. Of the manufactured cotton goods, 10,000 tons came from the Southern States, and nothing from New England. Mr. Hill's statement demonstrates clearly the interest of the United States in the Asiatic trade and in the changes that may occur in European intervention in Chinese commerce. They represent only the exports from Puget sound to the Orient via three lines. It will be observed that not a pound of cotton or sheetings was carried by these companies from New England. "These exportations of cotton and sheetings from the Southern States constitute about 20 per cent. of the entire exportation, and are rapidly growing. The great trouble with the increase of this trade is the want of shipping to carry the amount that is pressing upon it, and which can easily be delivered by the railway transportation lines at the various points on the Pacific coast. It indicates the vast possibilities of commerce and especially an enlarged cotton market with the people of Asia."

This explains the chartering of vessels to sail direct from the South for Asia. The steamship Kilbourn, it is announced, has been chartered to load at Southern ports direct for Japan. Most of her cargo will be put on at Pensacola, Fla., and includes 2000 tons of Alabama iron, in addition to cotton. This is the second direct cargo to be engaged for that country from the South.

### The Western-Southern Movement.

The diversion of the export grain trade from the North Atlantic to Southern seaports is indicated by the following dispatch from Des Moines, Ia.: "The McFarlin Grain Co. has concluded that the grain traffic from this section will hereafter be diverted to the Gulf. As a result it has abandoned its elevators at Madrid and other points on the main line of the Chicago, Milwaukee & St. Paul tributary to Chicago, and will enlarge its plant in Des Moines by the construction of an elevator at which 200,000 bushels of grain a day can be cleaned and handled. This change is due to the absorption of 50 per cent. of the stock of the Keokuk & Western by the Kansas City, Pittsburg & Gulf Railroad, and the proposed construction of a connecting link between Gainesville, Mo., and Kansas City, giving a direct Des Moines con-

nection with the Gulf. Part of the line is completed." This concern is one of the most important in the grain business in the Northwest.

Contracts have been made for the shipment of twenty-five carloads of flour in one lot from Minneapolis to England by the way of Port Arthur, Texas. The flour comes from the large milling companies of Minnesota, and most of it has been shipped by way of Northern ports. It is stated that the Kansas City, Pittsburg & Gulf has made contracts thus far for 125 carloads to go by its route. In addition to this, the company has made arrangements to carry eighty carloads of glucose from Chicago over the same route.

### Charleston's Direct Trade.

Mr. Thaddeus Street believes that with the securing of general cargoes, such as have been taken out by many vessels recently, Charleston, S. C., may be able to keep big ships sailing from her far into the summer. In an interview for the News and Courier he said: "Since the erection and successful working of the South Carolina & Georgia elevators and the establishment of quick and direct connection with the great West the closing of the cotton season will not longer mean that the wharf offices here will be quiet and that only coastwise vessels need come and go. Cotton now forms only a part of our exports. Grain, flour, cottonseed meal, pig iron and other things go into the great iron hulls for a voyage across the ocean; cotton, while of course the heaviest article of export during its season, is now only forming a part of each cargo that goes out under the flag of the Charleston Transport Line."

### Another Mississippi River Line.

The Mercantile Club of St. Louis has taken up the question of another line of steamboats on the Mississippi river and has adopted the following resolution: "The Mercantile Club hereby strongly recommends as of the very highest importance to the commerce of St. Louis the early establishment of a regular line of packets from St. Louis to New Orleans, to be composed of light-draught, large-carrying, cheap-running steamers, that would be able to make rates of freight that will enable our merchants and manufacturers to meet the keen, determined and aggressive competition of Southern jobbing centers."

### Baltimore Shipping Facilities.

The large increase in grain exports from Baltimore has called attention to the shipping facilities at this point, and the question of more elevators for storage purposes is being agitated. It is the opinion of grain exporters that with more elevator room the tonnage to Europe would be considerably increased over the present figures. So many large vessels have been in the harbor recently that they have been obliged to tie up two abreast at the wharves, as there was actually a lack of berth room on deep water for them.

### South and West Congress.

The South and West Commercial Congress at Tampa, Fla., adopted resolutions favoring completion and control of the Nicaragua canal by Americans, reciprocity between the United States and all foreign powers, completion of the fortifying of Southern ports, a Southern exposition in Chicago and the deepening of the harbors of Charleston and Tampa.

### Jottings at the Ports.

N. A. Benner & Co., of New York, have established a regular line of sailing craft

between New York and New Orleans. The fleet will consist of three and four-masted schooners, averaging 1000 tons burden each.

The steamer Elihu Thompson has cleared from Baltimore with 1000 tons of coal for San Francisco. This vessel, which will go around Cape Horn, is to be utilized in the trade between San Francisco and Alaska.

A recent shipment of Alabama coke has been ordered by Mexican parties which will be sent by way of Pensacola, Fla. It consists of about 100 carloads and was secured by the Standard Coal Co., of Brookwood, Ala.

A New York dispatch announces that the Old Dominion Steamship Co. may increase its service between Norfolk and Richmond, Va., by way of the James river, and that a vessel to make three trips weekly may be put on.

The steamship Riojano recently cleared from Galveston drawing 24 feet 8 inches, being the "deepest" vessel which has yet cleared from the city. Her cargo is valued at \$500,000, and consisted of cotton, corn, borates, spelter and staves.

The latest report of officials in charge of the channel connecting Charleston harbor with the sea shows that the minimum depth at mean high water is 25¼ feet, a gain of one and one-half feet in seven months. The increase in depth is attributed to work of the jetty system.

A dispatch from Jacksonville, Fla., states that a steamer is being planned to be built in that city for the coasting trade which will be nearly as large as the Miami, now in service between Florida and the Bahama Islands. The vessel will be built for C. H. Green, of New York, and C. E. Garner, of Jacksonville.

The ports on the Gulf of Mexico continue to attract the attention of Western financiers and business men. The terminals at Galveston were recently inspected by a delegation from Omaha, Neb., which included the presidents of two banks and representatives of an agricultural supply firm, coal and lumber company and wholesale grocery house. It is understood that the visit was made with a view of estimating the importance of Galveston as a point for exports.

The Old Dominion Steamship Co., of New York, has elected the following directors: R. C. Hoffman, F. J. Kimball, C. P. Huntington, C. P. Fischer, William Rowland, W. L. Gillauden, C. C. Stockley and John W. Causey. An interesting feature of the directory is that three of its members are presidents or leading officials of prominent railroad systems in the South. They are as follows: R. C. Hoffman, president Seaboard Air Line; F. J. Kimball, chairman of the board of directors of the Norfolk & Western Railroad, and C. P. Huntington, president Southern Pacific.

### The Quarantine Convention.

The Quarantine Convention at Mobile, after providing for another convention at Atlanta in April, adjourned last Friday. The resolutions adopted as a compromise have rather a hazy aspect considered as a whole.

*Managers of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises and needing machinery or supplies of any kind will find it profitable to consult the advertising columns of the Manufacturers' Record. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.*

## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

## Cost of Passenger Transportation.

Relative to the proposed reduction in railroad fares by the railroad commission of North Carolina, Vice-President St. John, of the Seaboard Air Line, makes the following statement:

"The passenger business of a railroad is in a very large sense—whatever its earnings may be—the most important business it is called upon to transact, in that it deals with the traveling public, requiring at the hands of every official and employee such careful and exacting observance of rules, promulgated for the movement of all trains, as shall enforce to the greatest extent possible every precaution adopted for the safety, comfort and convenience of its patrons. Negligence, however slight, is resented, and oftentimes results in damages which the railroad company must pay, and cases can, I think, be cited where awards in contested suits have at least seemed excessive.

"The perhaps popular idea that it costs less to carry passengers in certain States—North Carolina included—than it did some years ago, is a fallacy. The cost has increased. Passenger coaches have been improved and cost more than they did in former years; wages have by no means perceptibly decreased, but on the other hand, the educated or skilled labor, required to manipulate the various devices used upon passenger trains, exacts, and naturally so, a higher rate of compensation. The laws of Congress and of most States demand the application of safety appliances to all equipment, freight and passenger, costing thousands upon thousands of dollars. Commissioners of railroads sometimes order, we think, when the real requirements might be delayed a little without injury to people or railroad, improved station accommodations. The demand for added and improved train service, with an increased number of stops, and faster time, is constantly pressed upon all managers of railways. This necessitates heavier engines, heavier rails, constant expenditures for ballast and other improvements upon the roadway, the reduction of grades, the filling of trestles, the elimination of dangerous curves, steel bridges in place of wooden ones, and heavier and stronger coaches, in order that the greatest speed consistent with safety and comfort may be secured and the desired end accomplished.

"Are not these improvements pressed upon us so strenuously and costing such an enormous outlay of money, of the very greatest importance, and is it not true that the securing of them adds to the insurance against accident, and if so, is it not true that railroads in the South, requiring so much to bring them up to anything like the standard of railroads in other sections, should be carefully dealt with, until a very much higher excellence in their physical condition is obtained, and should not the people contribute thereto by paying reasonable rates for transportation, in order that this desired result may be accomplished? On nearly every railroad the passenger train mileage, i. e., miles run by passenger trains, has been increased to meet a public demand for increased speed, necessitates shorter trains and fewer stops, which, in turn, frequently necessitates added trains for local travel, which in the very nature of conditions does not and cannot be expected to pay until such time as the population shall have very materially increased."

## Developing Southwest Georgia.

The present year will probably see the completion of a railroad system which will traverse one of the most important parts of Southern and Western Georgia and bring the business of several of the largest towns to the Augusta market. For several months past arrangements have been made for a combination of several short lines to be connected by branches where necessary. The eastern terminus of this combination is Tennille, Ga., where it will reach the Augusta Southern division of the South Carolina & Georgia Railroad. The Manufacturers' Record has already published the details of the absorption of the Augusta Southern by the other company referred to. President James U. Jackson, of the Southern, has been alive to the advantages of such a combination of railways as we have described, and largely through his efforts the Augusta Southwestern has been chartered. This company will include the lines now in operation and the new mileage to be built. The incorporators of the company are Messrs. James U. Jackson, C. W. Jackson and F. W. Schofield, of Augusta; H. B. Massey and J. A. McCrary, of Tennille; James T. Wright, of Macon; J. Pope Brown, P. H. Lovejoy, E. J. Henry and S. A. Way, of Hawkinsville; Lee B. Jones and Jos. E. Bivins, of Cordele, and L. Q. Stubbs and William Pritchett, of Dublin.

The length of the proposed road is 100 miles. It will run in a southwesterly direction through the counties of Washington, Johnson, Laurens, Dodge, Pulaski, Wilcox and Dooley from a point on the Augusta Southern Railroad at or near Tennille to Cordele. The amount of capital stock will be \$1,000,000.

## Chesapeake &amp; Ohio at Norfolk.

It is understood that the Chesapeake & Ohio Railroad Co. will begin the work of improving its terminals at Norfolk, Va., during the present year, and that the company is arranging to construct piers, additional tracks and other facilities. The Manufacturers' Record learns on official authority that there is considerable truth in this report. As is well known, the Chesapeake & Ohio owns a large frontage on the best part of the harbor and in the central part of the city. Tenants of the buildings on this property have received notice to vacate by a certain date, and it is understood that the work of improvement is to begin within a few weeks. In this connection it is reported that the Chesapeake & Ohio may purchase the Norfolk & Ocean View Railroad when it is sold by order of the court and operate train service over it, carrying its cars across Hampton Roads from its present terminus at Old Point Comfort. The Norfolk & Ocean View Railroad Co. controls valuable rights of way in the city which could be utilized by the C. & O. in reaching its water-front property.

## New Roads in North Carolina.

Two companies are promoting railroad lines between Raleigh, N. C., and the timber district in Harnett county, the proposed termini of both lines being on the Cape Fear river. One company is entitled the Cape Fear & Northern. Among those interested is G. Benton Alford, of Holly Springs, N. C. The other, which is to be called the Raleigh & Cape Fear, is reported to be built in the interest of the Southern Railroad. Among its directors are John A. Mills, of Raleigh; W. J. Upchurch, of Raleigh, and T. B. Upchurch, of Carthage, N. C. The company is to be capitalized at \$200,000, and proposes to build sixteen miles of this line within the next six months. It is stated that its eventual destination is to be Wil-

lington, making a short route from the capital of the State to its principal seaport.

## Railroads in West Virginia

[Special Cor. Manufacturers' Record.]  
Charleston, W. Va., February 12.

Prospects are good for the completion of the Charleston, Clendennin & Sutton Railroad from Clay C. H. to Sutton, where it will connect with the West Virginia & Pittsburg system.

Three new mogul engines have been received here by the Kanawha & Michigan Railroad to be used on the road as freighters. The engines were constructed by the Baldwin Locomotive Works, of Philadelphia, and were built to haul heavy trains.

## They Want a Railroad

In a letter to the Manufacturers' Record, Mr. H. C. Chapman, of Florence, S. C., writes that the people of Chesterfield county and its section in the same State are anxious to have a railroad from Cheraw to Chesterfield and thence to Camden and Columbia, thus making an air line from the Seaboard Air Line at Hamlet to Columbia and Jacksonville. In the advantages of such a road he includes the opening up of a large timber section and the development by immigration of cheap but rich lands.

## Differential Rates for the Seaboard.

The Seaboard Air Line has secured a differential passenger rate which will be a great advantage to it in obtaining passenger business to the South. The rate to principal Southern cities is about \$3 less than by other lines, and is granted upon the claim of the Seaboard that it has not obtained the facilities for passenger transportation north of the Potomac river which have been granted other companies. The Pennsylvania Railroad has issued a tariff showing the differential in favor of the Seaboard.

## May Enter Birmingham.

According to a dispatch from Birmingham, Ala., the Illinois Central has made arrangements by which it will enter this city by way of the Kansas City, Memphis & Birmingham Railroad. It is reported that the Central has obtained control of the former road. It can reach the city from Aberdeen Junction, Miss., where the two roads are connected. It can also reach the city from Holly Springs Station, Miss., where the main line crosses the Kansas City, Memphis & Birmingham.

## A Report Denied.

In a letter to the Manufacturers' Record, President E. H. R. Green, of the Texas Midland Railroad, states that there is no truth in the dispatch that an extension of this line is contemplated to the Chicago, Rock Island & Texas system, in which it was stated that Mrs. Hettie Green was interested.

## Railroad Notes.

J. F. Weed, of Houston, Texas, has been appointed chief engineer of the Gulf, Beaumont & Kansas City Railroad.

Mr. Charles H. Ivers has been appointed general agent for the Kansas City, Pittsburg & Gulf at St. Louis.

J. G. Eaves has been appointed commercial agent of the Louisville & Nashville Railroad Co. at New Orleans, La.

The Blue Ridge & Atlantic Railway, extending between Cornelia and Tallulah Falls, Ga., has been sold to George R. Prentiss, of New York, representing security-holders in the line.

The Baltimore & Ohio Railroad Co. announces that on March 1 J. A.

Murray, the present coal and coke agent, will be given the title of general coal and coke agent of the entire system, with headquarters at Baltimore.

H. B. Kane, of Palestine, Texas, it is stated, has been appointed receiver of the Kansas City, Watkins & Gulf Railroad, which extends between Lake Charles and Alexandria, La. The receiver was appointed upon the application of the Farmers' Loan & Trust Co.

The February issue of the Official Railway Guide is of special interest to all Southern travelers, as it contains the revised timetables of train service to winter resorts in the South, as well as other changes in railway schedules which are of the greatest importance to travelers generally. A number of timetables of new railroads are included in this issue.

The passenger department of the Queen & Crescent route has issued an attractive illustrated booklet descriptive of the scenery and points of historic interest along the line between Cincinnati and Chattanooga. It contains a very interesting account of many points along the road and is profusely illustrated with handsome half-tone engravings and silver prints.

On March 1 Edward S. King, now commercial freight agent of the Baltimore & Ohio Railroad Co. at Baltimore, will be transferred to Philadelphia, with the same title and duties. His successor in Baltimore will be H. W. Atkinson, now chief clerk to General Freight Agent Galleher. J. R. Bell, of the general freight office in Baltimore, will succeed Mr. Atkinson as chief clerk in the freight department.

The following officers have been elected for the Charleston & Western Carolina Railway, recently purchased by the Atlantic Coast Line: President, J. B. Cleveland, Spartanburg, S. C.; vice-president, H. Walters; traffic manager, T. M. Emerson; general manager, John R. Kenly; general auditor, W. A. Riach, all of Wilmington, N. C.; general freight and passenger agent, W. J. Craig, Augusta, Ga.; and general superintendent, A. W. Anderson, Augusta, Ga.

## Alabama's Mineral Production.

The production of minerals in Alabama in 1897, according to returns made to Chief Mine Inspector James D. Hillhouse and State Geologist Eugene A. Smith, who is also secretary of the Alabama Industrial and Scientific Society, was as follows: Coal, 5,868,271 short tons; coke, 1,381,252 short tons; pig iron, 923,895 long tons; iron ore, 3,241,846 long tons; limestone, 494,655 long tons; bauxite, 10,583 long tons; building stone, 80,000 cubic feet. Alabama should also be credited with about 2500 tons of bauxite, hauled in wagons from mines in Alabama to Cave Springs, Ga., and shipped thence by rail.

## Literary Notes.

The Unseen Hand. By Lawrence L. Lynch. Publishers, Laird & Lee, Chicago.

This is one of Lynch's best detective stories. The plot is three-headed, and originating in different motives, involves in an apparently inextricable maze a man of high repute in his community. Clever work by a society woman and a friendly sleuth ends the difficulty.

How a rich Roman lived when Vesuvius buried Pompeii out of sight is described and fully pictured by E. Neville-Rolfe in Scribner's for March. The recently excavated house of "A. Vettius" was elaborately photographed by a famous photographer of Naples to illustrate this article.



## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

### NEEDS OF THE NORTH.

#### Wise Policy Demanded by Existing Conditions.

In a letter to the Manufacturers' Record, Mr. Sidney B. Paine, of Boston, of the General Electric Co., writes concerning the cotton-mill situation as follows:

"I am not a cotton manufacturer. I therefore do not feel authorized to speak from that standpoint. My business has, however, brought me into intimate relations with prominent men on both sides of Mason and Dixon's line. I therefore write entirely as an individual and outsider who has looked upon this discussion not only without prejudice, but also with the most friendly feelings toward both parties.

"Many manufacturers in the North feel that it is only a question of a short time before there will be an equalization of the hours of labor and rate of wages between the two sections of the country, and that this adjustment will be brought about by entirely natural means. Until recently the South has been an almost unknown country, and the cotton manufacturing industry has quietly grown, attracting the attention of but few of the Northern manufacturers. Many of these—in fact, the large majority—have appeared to shut their eyes to the many advantages which the South afforded. Now that the true condition has been forced upon their attention, many are endeavoring to reassure themselves by the hope that the Southern operatives will, of themselves, demand the shorter hours and higher wages enjoyed by their Northern competitors. This equalization may be brought about in time, but, in my opinion, it will be a slow process. The Southern white operative is watching, with keen interest, the experiment of the employment of colored labor in Charleston, S. C. While it is true that the success of that experiment will not necessarily prove the feasibility of using colored help elsewhere (the conditions in Charleston being peculiar to that city alone), it will deter the white employee from taking any radical step. Again, the compensation received by these white operatives is so much higher and the mill life so much more enjoyable than in any other employment open to them that they will be slow to make any move which may result in their returning to their farms.

"In a majority of cases the Southern manufacturer is in much closer touch with his help than is the Northern manufacturer. This is especially true where the mill is isolated and the factory village system places the manager of the mill in a position quite different from that where many mills are concentrated at one point, as is the custom at the North.

"Unquestionably, assurance of immunity from adverse legislation will offer an attraction which capital will not ignore. Other factors being equal, that section—be it North or South—which guarantees such protection will offer one of the most attractive inducements to the investment of capital.

"You must have noticed how, all through this agitation, the Southern man-

ufacturer has kept absolutely quiet. And why should he not? As one manufacturer (he had been manager of a large mill in the North) stated to the writer: 'Why should we advertise the advantages which we possess? The longer you in the North decline to recognize them, the better it is for us.' These advantages are not merely in longer working hours and lower wages. An hour longer of daylight each day, uncompressed, cleaner and dryer cotton, more favorable freight rates to the centers of distribution, cheaper power—all these and others are in favor of the South. Consider a moment the item of freight. It costs Lowell at least a third of a cent per pound of cloth more to pay the freight on the cotton and deliver the cloth in New York than it does Columbia, S. C., to deliver the same cloth at the same point. This saving will pay a small dividend on the capital invested.

"The South abounds in magnificent water-powers within reach, by means of electric transmission, of the great trunk lines. Already power companies have been organized and are prepared to deliver the power to the mill at a price which cannot be duplicated in the North, except under the most favorable conditions. This plan reduces the capitalization required, as the mill invests only in motors, and more than one-half of the cost of a steam-power plant is saved. The amount thus saved may be invested in machinery, which will earn a return, rather than in a steam plant, which is a constant expense.

"If the above statements are true, it does not necessarily follow that the cotton industry in New England must follow the iron business to other sections of the country. The North has been, and in all probability always will be, the financial center; from it will continue to be poured forth the products of invention, and its skill must to a certain extent offset the natural advantages of the South. The business here, however, must be specialized, and more attention must be paid not only to securing an outlet by export, but to maintaining that outlet when once established."

#### Cotton Mills and Legislation.

Mr. C. R. Makepeace, of Providence, R. I., a well-known mill engineer, who has been instrumental in securing the investment of a large amount of New England capital in Southern mills, having been the architect and engineer for some of the best mills in the South, in a letter to the Manufacturers' Record under date of February 5 writes in part as follows:

"The developments of the last six months have made it necessary for me to carefully and impartially study the present, and form, if possible, some intelligent idea as to the future advantages of the South, when compared with New England, for manufacturing purposes. I refer, of course, to the manufacture of cotton. I cannot close this brief note without commending the position you have taken as against the populist agitation which has of late been enacted, or, at least, discussed, by some of the State legislatures in the South, and as the result of such ideas will say that only a few days since I was talking with a gentleman regarding the suitable location for a cotton mill which he, with others, contemplates erecting at some point South, and I suggested a certain State. He replied by taking from his pocket a clipping cut from a Southern paper, and placing it before me, said: 'Build a cotton mill in a State where they pass such laws as the one contemplated in that article? No,' he added, 'if that is what you think, I beg to differ with you.'

"A cotton mill here in New England properly equipped will make money at the present prices of cotton and goods, but there are many plants from which, if the best were culled and moved South, the stockholders would in the next few years be far better off."

#### NEW MILL MACHINERY.

##### The Advantage Given by It to the Southern States.

For several weeks a careful, well-equipped, conservative correspondent of the New York Journal of Commerce has been writing letters descriptive of the cotton-mill situation in the Piedmont region of the South. In an editorial summary of the conclusions from the letters the Journal of Commerce says:

"There is a small difference in wages in favor of the Southern mill owner. He has also a considerable advantage in the hours of labor, the value of which, however, is not determined, and he has the substantial advantage of new machinery. The difference in wages is small, and, as stated above, it is greater between one Southern State and another than between Georgia and Massachusetts. Furthermore, differences in wages, when stated by the day or week, are apt to give an exaggerated impression. A difference of ten or twenty cents a day, distributed over the pounds of yarn or yards of cloth produced in a day, does not lose its significance, but it does lose much of its impressiveness. If wages are 30 per cent. of the cost of production, a difference of 10 per cent. in wages would be 3 per cent. of the cost of production. This fraction might be decisive were all other conditions alike, but they seldom are.

"The mills of Massachusetts run less than ten hours a day; in the South they usually run over eleven and a-half. Here is a difference of 18 per cent. If the Southern mills produced 18 per cent. more goods with the same amount of machinery and labor, the Northern mills would be out of the race. That the advantage of the longer day should be a matter of dispute is evidence that the advantage of the Southern mills is not in the full ratio of the longer working day. An advantage of 10 or 15 or even 20 per cent. in wages, together with an advantage of 18 per cent. in the production per week, would leave no room for discussion as to the relative advantages of North and South.

"There remains the advantage of new machinery, including improvements in machinery. The older mills in some parts of New England contain a great deal of machinery put in years ago and not so efficient as it once was, or as machinery more recently invented. The Southern mills have been equipped within a few years, and generally have the most efficient and most economical machinery that is made. Builders of machinery find their owners much easier customers than the mill owners of the North. In the use of the automatic loom the Southern mill has a decided lead over the Northern mill.

"Here probably we have an important secret of the success of Southern mills. They have a little advantage in wages. They have a little advantage in hours of labor, though hours longer than those now prevalent in the South used to prevail in England and Massachusetts, and gave way to shorter hours as on the whole more economical. And to these small advantages there is the further and probably much more substantial one of new and improved machinery. If, as one of the Southern mill owners told our correspondent, the financial statements of Southern mills do not make proper allow-

ances for depreciation, it will be found in a few years that the conditions of production North and South are more nearly equal than at present appears."

#### Proposed Cotton Pool.

Relative to the proposed pool among cotton-growers according to plans of Mr. Frederick Turnbull, Mr. Roddy, and others, the Charleston News and Courier says:

"It seems hardly necessary to say more on this subject, but we cannot refrain from asking why Mr. Turnbull is so moderate in fixing the price of the lowest grade of cotton at eight cents. Why not make it twelve cents or twenty-five cents or \$1 per pound? Mr. Roddy and Mr. Turnbull both insist that the South has a monopoly of the production of cotton. Such is not the fact. Cotton is raised in other parts of the world, and the area suited to the cotton plant outside the cotton belt of the South is larger than the cotton belt itself. We have at present a practical monopoly of the cotton market, because, quality being considered, our cotton is cheaper than that of other countries. Make the price high enough to be remunerative elsewhere and our monopoly would be at an end. The South has to beware of two courses: 1. Producing more than the world wants, and thus reducing the price to an unprofitable point. 2. Producing less than the world wants, and thus stimulating production in other parts of the world. Each cotton-planter must decide his cotton acreage for himself. In cotton-planting, as in other occupations, the fittest will survive. The man with capital and the brains to use it will win."

This argument and these suggestions are in line with the position held by Mr. D. A. Tompkins, of Charlotte, N. C., who has studied the question for years.

#### Georgia vs. Massachusetts.

The annual meeting of stockholders of the Massachusetts Cotton Mills of Lowell was held recently at the office of the treasurer. The annual meeting of Massachusetts Mills in Georgia was also held.

Reports on the year's business of the two mills were presented. The mills in Lowell, in common with other Northern manufacturers of cotton goods, suffered from the depressed condition of the cotton goods market and low prices, which were below what many classes of goods could be produced for under the rate of wages obtaining in Massachusetts. On the other hand, the plant in Georgia, making goods similar to those made in Lowell and obtaining the same prices, had been able to return a fair profit, owing to the lower cost of manufacture, due to cheaper wages, longer hours, lower taxation and lower cost of power. Influenced by these results, the following vote was passed unanimously by the stockholders:

"In view of the fact that certain products of the Massachusetts Cotton Mills at Lowell can be produced at the mill in Lindale, Ga., for a lower cost than they can be produced at Lowell, it is therefore voted that the directors be instructed to consider the possibility of an extension of business in Georgia and report thereon at some future meeting of the corporation."

The two companies above referred to are controlled by joint owners, Mr. Augustus Lowell, of Boston, being president of both.

#### The Cotton Movement.

In his report for February 7 Secretary Henry G. Hester, of the New Orleans Cotton Exchange, shows that the local cotton brought into sight to February 1

was 8,637,427 bales, of which 2,521,594 came from Texas, 2,809,872 from other Gulf States and 3,305,961 from Atlantic States. The total is 1,510,966 bales more than the total for the five months ended January 31, 1897, and within 120,537 bales of the total crop of 1897. The movement after January 31, 1897, was 1,631,503 bales.

#### Southern Mills Busy.

In announcing that Southern mills are in a more prosperous condition than they have been for some time, the Macon (Ga.) News says:

"At present the mills here are considerably behind with their orders, and all of them are running on full time with full force of hands and without a cent reduction in wages, which is in marked contrast to the mills of the North. The condition of affairs in the New England States and the shutting down of the mills there is responsible for the prosperous condition of the Southern mills. Large orders are being received from the North, and the Southern mills cannot fill the demands made upon them. Early in the season the mills of Macon commenced buying cotton heavily until their storage rooms were filled to overflowing, and this stock is being rapidly consumed, and what was considered a full stock for the season will have to be replenished. During Christmas, 1897, the operatives of the mills were given a week's holiday, while this year they were only given one day, and an hour was added to each day's labor until the lost time was made up. This condition of affairs was brought about by the great demand made upon the mills. While the price of cotton stands firm the price of cotton goods has increased considerably. All the cotton mills are now running full time and have their hands full, while the thousands of spindles in the North now stand still."

#### Textile Notes.

Mr. J. W. Eckford, of Aberdeen, Miss., writes to the Manufacturers' Record suggesting that place as a site for any New England mill desiring to move. Aberdeen has three railroads and a river, and 75,000 bales of cotton, he says, can be brought on wagons to the mill's doors.

A charter has been granted to the Memphis Cotton Mill Co., of Memphis, Tenn., with a capital stock placed at \$120,000. The incorporators are Messrs. Noland Fontaine, Austin Miller, James E. Beasley, Louis Erb, S. H. Brooks, J. F. Graham, John Jackson and John B. Clough.

The Meansville Manufacturing Co., of Meansville, Ga., has been organized for the purpose of erecting and operating cotton gins, cotton mills, woolen mills, etc. The incorporators are J. M. Means and W. A. Bates. The capital stock is placed at \$10,000, with the privilege of increasing to \$50,000.

Pursuant to the order of the court, the Globe Cotton Mills, of Rock Hill, S. C., was sold at auction on the 7th inst. The purchaser was Mr. W. B. Wilson, representing the bondholders. The price paid was \$40,000, and it is thought that a new company will be formed to put the mill in operation. The mill is equipped with over 5000 spindles and some looms. Its product is yarns and colored goods.

The Belair Factory Co., of Augusta, Ga., has been organized to establish a mill for the production of knit goods. The plant will be located at Belair Station, near Augusta, where a building has been secured, together with water-power for running the machinery. Eight hundred machines will be purchased. The company's capital stock is \$20,000, and W. O. Boykin, of Augusta, is president.

## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

#### The Market for Cottonseed Products.

New York, N. Y., February 15.

Cotton oil has been slow throughout the week, but the influences which control the future of the market have been marked. Lard has advanced materially since our last, but owing to the efforts of important producers, as well as packers, cotton-oil values have not correspondingly advanced. The prediction that plenty of hogs were in sight has not been verified, which, taken in connection with the fact that a small corn crop is ahead, would indicate that, regardless of bear tactics, animal products, as well as cotton oil, will, after this temporary check, assume their relative values. At this writing it is difficult to sell summer yellow on a basis of 22 cents, the highest bid being 21½ cents, and for March delivery 1½c. higher. Yet lard is quoted at 5.20 cents Chicago, July delivery. Lard is quite active, while fats are also moving freely, especially oleo stearine and oil, in consequence of the increased demand for compound lard, which latter is quoted at 4 to 4½ cents. Tallow is slow but steady at 3½ cents. Reports reaching here from various parts of the South indicate plentiful seed supplies, and with regard to the prospect of higher prices for cotton oil, everything would indicate that, although deferred, it is assured. Shipments have been very slow, the holiday intervening tending to reduce still further the volume of business. Crude in barrels is scarce at this market and is very firm at the appended quotation. Sales of tank lots of crude, Atlantic coast points, are reported at 15½ cents. Liverpool refined is reported as improving in price and ranging, as to quality, from 14s. 9d. to 15s. 6d. Egyptian seed is arriving in English ports freely at slightly higher prices, which would indicate ample supplies of oil for soapmaking purposes in that country. Exports from New York have been heavy, but the figures represent shipments on old sales, in the main 12,650 barrels, of which 9500 were consigned to Marseilles. Receipts have been comparatively light, 4650 barrels. The following are closing prices: Crude, 18½ to 19 cents; crude, loose f. o. b. mills, 15½ to 16 cents; summer yellow, prime, 22 to 22½ cents; summer, off grade, 21½ cents; yellow, butter grades, 25 to 26 cents; white, 24¼ to 25 cents; winter yellow, 27 to 28 cents; salad oil, 27 to 28 cents, and soap stock, 1½c. to 5½c. per pound.

Cake and Meal.—The demand at primary points in the South has been slow, with prices slightly lower. Advices from England are to the effect that owing to the mild, open weather, the consumption of oilcakes is a disappointing one, yet, in the absence of any pressure to realize, values generally are upheld, although American cotton cakes favor buyers.

#### Cottonseed-Oil Notes.

It is stated that the Chattanooga Cotton Oil Co., of Chattanooga, Tenn., is about to build a new cottonseed-oil mill somewhere in Georgia, Tennessee, Alabama or Mississippi. The location has not been decided upon, but it is said that Memphis offers the most favorable opening.

The foreign shipments of cottonseed products from the port of Galveston, Texas, for the seven months ending Jan-

uary 31 were valued at \$576,414, and included the following shipments: Cottonseed meal and cake to Great Britain and the Continent, 52,404,619 pounds; cottonseed oil, 510,276 gallons.

The market for cottonseed products in Texas last week showed no change, and values were steady as follows: Prime crude oil, loose, 14½ to 15 cents, and prime summer yellow oil offered at 17 cents; prime cottonseed cake, \$13.50 to \$14.75, and prime cottonseed meal, \$13.50 to \$14.25 per short ton; lintners per pound, 1¾ to 2¼ cents. The above figures are f. o. b. mill at Texas interior points, according to location.

The market in New Orleans for cottonseed products is steady, with prices not materially changed. Receivers' prices are reported as follows: Cottonseed, \$7 per ton of 2000 pounds delivered to the mills; cottonseed meal jobbing at the depot, \$17 to \$17.25 per short ton, and \$18.50 per long ton for export f. o. b.; cottonseed oil, 17½ to 18 cents per gallon for strictly prime crude; in bulk, 15 to 15½ cents, and 21½ to 22 cents for refined oil at wholesale or for shipment; oilcake, \$18.50 to \$19 per long ton f. o. b.; lintners—A, 2¾ cents per pound; B, 2½ cents; C, 2¼ cents; hulls delivered at 12 to 17½ cents per 100 pounds, according to the location of the mills.

#### Shoemaking in the South.

J. W. Carter & Co. have recently completed a shoe factory near Nashville, Tenn., which is one of the best in the country. It is located on the Louisville & Nashville Railroad, and has a capacity for making 5000 pairs of shoes daily, giving employment to 500 hands. According to a statement of Mr. J. W. Carter, the company located in the South for the following reasons: The advantages of cheap fuel, cheap living, intelligent, cheap American labor. "Why," continued Mr. Carter, "in the East it costs twice as much to live as it does in the South. Lumber costs four times as much as it does here. We can buy our material just as cheap, or cheaper, here than they can in the East. Then, why can we not make and sell shoes as cheap or cheaper than the Eastern factories? That is just what we are going to do, and time will prove it. I firmly believe that we can make better shoes in Nashville at 25 per cent. less cost than the factories in the East can."

The cotton mill company proposed at Sulphur Springs, Texas, noted last week, will be known as the Texas Woolen & Cotton Mills Co., with capital stock of \$50,000. The company will establish a plant for the joint production of cotton and woolen goods. Mr. W. L. McDaniel is pushing the enterprise.

The Wehadkee Cotton Mills, of Rock Mills, Ala., has declared a quarterly dividend of 2 per cent. Engine and boiler to furnish from 125 to 150 horse-power will be purchased, but as yet the company is undetermined whether to put in new or second-hand machines. Proposals are now invited. Mr. F. P. Randle is secretary of the company.

The Kinston Cotton Mills, of Kinston, N. C., has been incorporated for the purpose of erecting mills for the manufacture of cotton and woolen goods. The capital stock is placed at \$12,000, with privilege of increasing to \$300,000, and the incorporators are Messrs. J. F. Taylor, F. Harvey, Wm. C. Fields, D. Oettinger, Henry Tull, Louis Einstein, N. J. Rouse, J. A. McDaniel, E. R. Rouse, D. V. Dixon, Wm. A. LeRoque and others.

## PHOSPHATES.

#### Phosphate Markets.

Office Manufacturers' Record, Baltimore, Md., February 17.

The local phosphate market has shown somewhat more activity during the week and there is a slightly better inquiry from out of town, as well as from foreign buyers. From the number of charters given below the phosphate industry is showing indications of greater development at all points of production. Advices from South Carolina are more encouraging, and both old and new companies on the Coosaw are now actively engaged in mining. This renewal of activity is said to be due to reported advance in price of rock and an improvement in foreign demand. It is stated that the Coosaw Phosphate Co. has commenced operations in mining, and the Beaufort Phosphate Co. and Central Phosphate Co. have their dredges at work. Reports from the Florida field are very encouraging; prices are firmer, with an advancing tendency, and shipments for the present month are likely to be much larger than those of January last. In the Mount Pleasant district of the Tennessee phosphate belt operations are at present very active, all the crushers and washers of the companies being busy, and there is a good local as well as foreign demand. The phosphate charters reported last week in New York were as follows: Schooner J. W. Bigelow, Cartaret to Baltimore, at 95 cents; a British steamer, 1036 tons, Southern port to United Kingdom or Continent on private terms; a British steamer, 1353 tons, Tampa to Ghent at 20s., February; the Danish steamer Gallin, 1196 tons, Fernandina to Galatz and (or) Itrail at 18s. 6d., February-March; a British steamer, Coosaw to picked ports in United Kingdom at 14s., March-April; a French steamer, 2245 tons, Coosaw to St. Nazaire at 12s. 3d., April; British steamer Cheniston, 1304 tons, Coosaw to London at 16s., February, and an Austrian steamer, 1906 tons, Pensacola to Venice at 18s., February.

#### Fertilizer Ingredients.

The volume of business in ammoniates has been moderate during the week and the demand for most descriptions has shown no expansion. There is, however, in local circles a good inquiry for tankage and dried blood, and the short supplies in packers' hands tend to keep values firm. Southern inquiry is moderate, and from Eastern buyers there is a fair demand. Sulphate of ammonia is firmly held and nitrate of soda is about steady.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	\$2 75 @	—
Nitrate of soda	1 80 @	1 85
Blood	1 70 @	—
Hoof meal	1 65 @	—
Azotine (beef)	1 75 @	—
Azotine (pork)	1 75 @	—
Tankage (concentrated)	1 55 @	—
Tankage (9 and 20)	1 60 @	and 10
Tankage (7 and 30)	15 00 @	15 50
Fish (dry)	20 00 @	—
Fish (acid)	12 00 @	—

#### Phosphate and Fertilizer Notes.

It is rumored that the Plant system contemplates erecting a phosphate elevator at Brunswick, Ga., on the new dock property they are now building on Academy creek in that city.

Messrs. Neblett & McDonnell, of Clarksville, Tenn., have formed a co-partnership and will go extensively into the fertilizer business. They will represent some of the best fertilizer firms in the country throughout the Clarksville tobacco district.

The Piedmont & Mount Airy Fertilizer Co. of Baltimore, which has acquired the buildings formerly occupied by the Campbell & Zell Co., of that city, is making a



number of improvements. The large hoisting shears have been taken down and the wharf on which they stood will be covered.

The following domestic shipments of phosphate rock from the port of Charleston, S. C., were reported last week: Schooner Mary Curtis for Richmond, Va., with 513 tons; schooner Gertrude Abbott for Cartaret, N. J., with 813 tons, and schooner Warner Moore with 670 tons. The total domestic shipments from Charleston, S. C., from September 1, 1897, to February 11 amounted to 41,423 tons, against 42,783 tons last year.

It is stated that the Coosaw Mining Co., of Charleston, S. C., has resumed operations in phosphate mining. This, however, is partially denied, as the company has only one dredge at work and this merely to fill an old contract for phosphate rock made some time ago. Later advices state that the company has two dredges at work, besides numerous flatboats, and the company's plant will be further increased in a short time.

Twenty thousand acres of phosphate lands lying in Levy, Lafayette, Suwanee and Citrus counties, Florida, belonging to the Blue River Phosphate Co., were sold at public auction at Bronson, Fla., on the 9th inst. There were present at the sale Messrs. William Hocker and O. T. Green, of Ocala; E. Gauche, of Paris, France; Louis Adler, of New York, and C. W. White, of Citrus, Fla. Mr. White was the successful bidder, securing the property for \$60,000. The lands are said to be the richest phosphate lands in the State.

The shipments of phosphate rock from the port of Fernandina, as reported by E. D. Lukenbill, for the month of January are as follows: Steamer Atlantic for Hamburg with 3465 tons, steamer Talisman for Boness with 2306 tons and steamer Lackenby for Antwerp with 2655 tons, making a total of 8426 tons. The shipments for the present month are estimated at 10,000 tons. The charters reported are schooner Tofa and bark Lina by Dummell Phosphate Co., and steamships Olaf Kyrre, Gallia and Ingram by H. A. Ford.

There is more activity at the moment in phosphate circles in South Carolina than usual, due, it is stated, to an advance in the price of rock and an improvement in the foreign demand. At Beaufort the New Central Phosphate Co., represented by Messrs. Alphonse Cajot, of Paris, France; J. B. West, of London; H. M. Blonay, of New York, and J. M. Lang, of Savannah, commenced work on Monday last at the Farmers' phosphate mines, near Beaufort. The Beaufort Phosphate Co. has two dredges working and 100 hands are picking rock on the Coosaw river.

A meeting of prominent lumbermen was held in Montgomery, Ala., last week for the purpose of reorganizing the old Georgia and Alabama Lumbermen's Association for mutual protection and the advancement of the lumber industry in that section. Matters of interest to the lumber trade were discussed and the majority of those present agreed that there had been a great increase in business and stocks were being rapidly reduced. The most prominent business disposed of was the advance in price of rift flooring on an average of about fifty cents per thousand feet. The convention adjourned to meet in Montgomery on the first Saturday in March.

The output of coal in Kentucky in 1897 was greater than that of any other year except 1890. There were 3,283,762 tons mined.

## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

### LUMBER MARKET REVIEWS.

#### Baltimore.

Office Manufacturers' Record,  
Baltimore, Md., February 17.

There is a better feeling throughout the local lumber market and the volume of business in certain lines has shown considerable expansion during the past week. The movement in yellow pine has quickened and the demand for air-dried lumber is better. Boxmakers, planing mills and yardmen are now in the market and are buying more freely, while prices have shown a firmer tone. Receipts of yellow pine are moderate, owing to high winds in the bay, which has delayed consignments to a great extent. In kiln-dried North Carolina yellow pine prices are firm, with a good local, as well as foreign demand, and at the moment shipments are active. White pine is in good request, with values steady and the demand improving. Cypress is quiet, with no urgent demand and values unchanged. In hardwoods there is a fair volume of trade reported. Local manufacturers are buying principally dry oak, and other woods are in light demand. There is a good foreign inquiry and shipments continue fair, although not as large as last month.

#### Charleston.

[From our own Correspondent.]  
Charleston, S. C., February 14.

Business during the past week in nearly every avenue of the lumber market has been fairly active and shipments of wood products are showing a decided improvement. The tone of the lumber market is generally firm for all desirable stock and the demand has improved. Prices on Saturday were as follows: Merchantable lumber, \$14 to \$16 for city-sawed, \$12 to \$14 for railroad; square and sound, \$9.50 to \$13 for railroad, \$8 to \$11 for raft. Dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. There is a good demand for shingles and values are firm at \$4 to \$7 per thousand. Among the clearances for the past week the following vessels were reported: For New York, schooners Florence Randall, 540,000 feet of lumber; Edwin A. Gaskill, 235,000 feet; Humarock, 337,000 feet, and the barkentine E. S. Powell, 364,000 feet. The steamer Seminole, of the Clyde Line, took out 42,931 feet of lumber, and the Iroquois 15,816 feet. The schooner David Beard cleared for Philadelphia with 500,000 feet of lumber; schooner Woodward Abrahams for Boston with 500,000 feet, and schooner J. W. Belano for the same port with 427,000 feet. The total shipments of lumber since September 1, 1897, amount to 22,370,365 feet coastwise and 559,000 feet foreign, making a total of 22,929,365 feet, against 26,945,770 feet for the corresponding period last year. Among the charters last week was the schooner L. V. Beebe, 712 tons, from Charleston to Boston with crossies at 15 cents; coal out from Norfolk, 90 cents.

#### Savannah.

[From our own Correspondent.]  
Savannah, Ga., February 14.

A fairly active market for wood products has ruled here during the past week and the demand for good lumber shows a material increase. From all milling sections along the various lines of railroad of Southern Georgia reports regarding the lumber industry continue very favorable and the various mills do not by any means complain of a scarcity of orders.

The crossie industry is improving, and the movement, while not so decided, is expected to show a greater volume of business later on. Prices for desirable lumber are very firm, and for certain grades an advance is reported, with stocks moderate and generally well assorted. During the past week the shipments from this port amounted to 278,192 feet, distributed as follows: New York, 682,587 feet of lumber; Baltimore, 378,208 feet; Philadelphia, 568,000 feet of lumber, including 6665 crossies; Perth Amboy, 618,613 feet of lumber, and Pernambuco, 30,784 feet. Among the charters reported in New York last week were the following: A schooner from Savannah to Bath, Me., with lumber at \$5, and schooner Edward P. Avery, 482 tons, from Savannah to New York with lumber at \$4.50.

#### Mobile.

[From our own Correspondent.]  
Mobile, Ala., February 14.

The movement of lumber and timber from this port during the past week has been more decided and the return of the activity shown last spring is making its appearance. The advices from foreign markets are more favorable and the timber movement from this port is expected to be of better volume during the spring months. The London Timber Trades Journal of December 5, in its review of the market, says: "A spurt seems to have taken place in the f. o. b. market since the announcement that the engineers' strike was over. Considerable sales at current prices have been made on the coast, and one of the leading agents, we hear, sold over 5000 standards during the past week. The business is still largely confined to the better-class stocks, as buyers do not see the force of paying tip-top prices for outside stocks as long as shippers of the highest class will accept the same figures as asked by their smaller neighbors. The wholesale mahogany trade has been quiet this week, there having been no public sales, but a fair amount of private business has been transacted at former sale rates." The local shipments during the present week have been principally to Great Britain and Continental ports and aggregated over 1,500,000 feet of lumber and 50,217 feet of sawn timber. Prices are steady and unchanged, with sawn timber quoted at 10 to 10½ cents per cubic foot, and hewn timber 12½ cents per cubic foot.

#### Lumber Notes.

The Italian bark Giovanni cleared from Norfolk last week for Cadiz, Spain, with a cargo of 54,000 staves. This is the first time in many years that a full cargo of staves only has been cleared from this port.

The Texas Yellow Pine Co., at Warren, Texas, is now running only one of its mills regularly, but within the next thirty days both will be in operation on full time. The company is said to have over 500,000 feet of yard stock, and orders are reported good.

The new saw mill of the Lake City Lumber Co. at Lake Charles, La., was completed last week and went into operation on the 7th inst. This mill is one of the largest and the plant one of the most complete in the South. Its capacity is 100,000 feet a day, with an average of 60,000 feet.

The saw mills at Beaumont, Texas, are now well supplied with tie and timber bills, and it is stated that both sap and heart ties will likely advance \$1 per thousand at any time. A large number of inquiries are out for timbers, the total aggregating about 25,000,000, all for points beyond the State.

The large saw mill of the Donalson Lumber Co., at Donalson, Ga., was entirely destroyed by fire on the 30th ult. The loss is estimated at \$40,000, with no insurance. It is thought the company will rebuild at a very early date. The dry-kilns, planing mill, lumber sheds and their contents were saved.

The large saw mill which has been operated by the W. T. Lott Lumber Co. at Duke, near Waycross, Ga., is to be moved to Coffee county, to a point near Douglas, early in March. The mill is a large one and is owned by the J. S. Bailey Lumber Co., which operates the McDonald mill and Douglass Railroad.

The Ether Lumber Co., of Montgomery county, North Carolina, was incorporated last week with a capital of \$5000. Its headquarters is at Ether. The incorporators are C. J. Cox, W. L. Frost, of Asheboro; W. J. Thompson, of Haw River; G. G. Hendricks, J. B. Ward, J. R. Wall and J. E. Port, of Asheboro.

The lumber shipments through the port of Sabine Pass, Texas, for January consisted of ten cargoes, aggregating nearly 4,000,000 feet. The indications for an active business for the spring months are very favorable. On the 5th inst. there were twelve vessels in port, and, in addition, between twenty and thirty are chartered to load.

At Bastrop, La., on the 5th inst., T. J. Spaulding, of Beauchair, Wis., closed negotiations for three large groups of cypress brakes in Moorehouse and adjoining parishes. The deal was made, it is stated, for the Russell Lumber Co. of Chicago and Beauchair. It gives the corporation named possession of some of the finest timber tracts in the South.

The recent rise in the Tennessee river brought out large quantities of logs and other timber. The saw mills at Chattanooga, Tenn., have received large supplies. The Loomis & Hart Manufacturing Co. expects to receive 1,000,000 feet of logs and other mills full supplies. The demand for pine lumber is active, the output being shipped as fast as cut.

It is stated that A. W. McGregor, owner and operator of the Florence Stave Works, of Florence, Ala., has completed a deal with the Standard Oil Co. whereby that corporation has secured the entire output of the factory for the year 1899. The output for the present year has already been sold to the Standard Oil Co. and the plant is now running at its full capacity, having been increased to three times its original capacity.

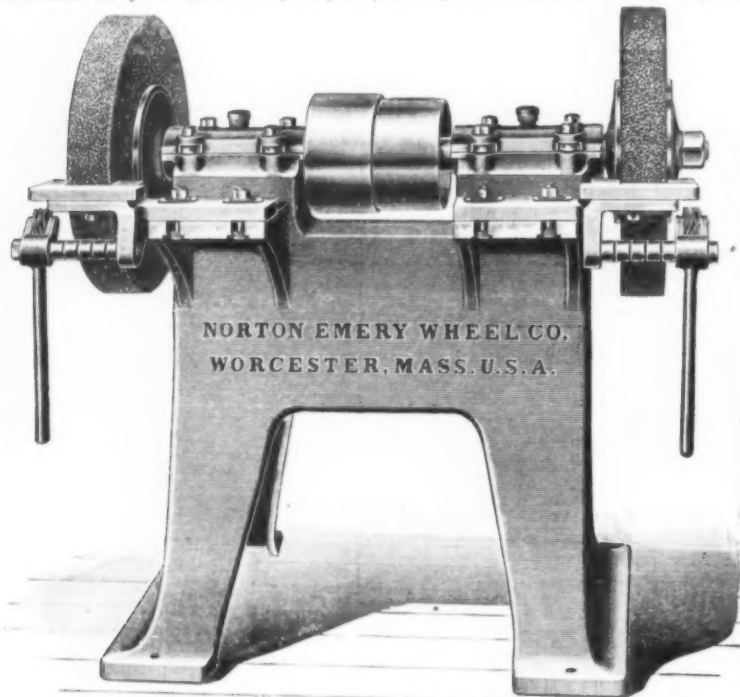
The Southern Lumber Manufacturers' Association will meet in its eighth annual convention in Memphis, Tenn., on the 15th inst. Much business of importance to lumbermen is to come up for consideration and the convention will hear a report on the work of the "Yellow Pine Clearing-house," which the last convention created. This report will contain statistics showing the output for 1896-97 and the stock on hand January 1, 1898.

The Herrmann Saw Mill Co., of New York, through its agents in Winchester, Ky., last week sold to James Swann and Floyd Day its entire Kentucky river property, including its new saw-mill plant at Bentlyville and the logs from large tracts of standing timber in Breathitt, Perry, Knob and Letcher counties. The consideration is said to be over \$200,000. The purchasers are men of prominence. Mr. Swann is of the banking firm of Inman, Swann & Co., of New York, and Mr. Day is principal owner of the Day Bros. Lumber Co.'s saw-mill plant on the Kentucky river and president of the Clay City Lumber & Stave Co.

## MECHANICAL.

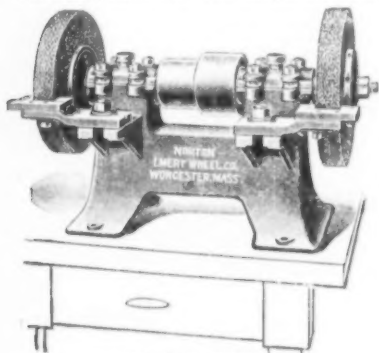
### Grinding Machines and Countershafts

The new and improved line of Norton bench and floor grinding machines for mounting and operating of emery wheels is a most complete one in every respect.



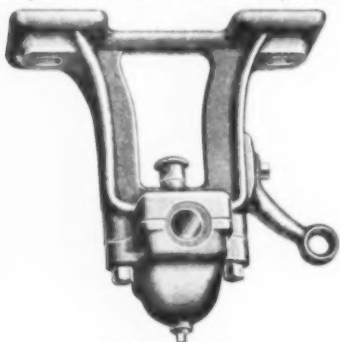
NO. 6 MACHINE.

The machines are made from the latest and most approved designs, the result of an extended experience and the closest and most careful study of the requirements of the users of this class of goods. It has been the endeavor to produce a complete set of grinders of the highest efficiency, combined with simple and solid



NO. 2 MACHINE.

construction, handy to operate, all provided with safety rests, and each machine well proportioned to its specific purpose. The special features of these machines include safety rests, adjusted simultaneously to both sides of the emery wheel.



COUNTERSHAFT.

dust-proof self-oiling bearings, adjustable box caps, extra-wide pulley of wide diameter, large bearings of large diameter and extra large concave flanges for holding the emery wheels. Grinding machines with single pulley is the style recommended 'whenever practicable' by the

Norton Company. The object of cone pulleys on a grinder is to give opportunity to change the number of revolutions of the wheels as they wear down, so that the same periphery rate may be maintained as nearly as possible, but it is not uncommon for a thoughtless operator to start up a new wheel at the higher speed,

instead of the slower, thus running the wheel much too fast and increasing the liability of accident. Therefore, with but one pulley, whenever the wheel is worn down sufficiently to require an increased number of revolutions, it can be transferred to a lighter machine adapted for that diameter. This system has decided

advantages and the loose pulleys have oil-retaining devices that go far toward correcting the usual objections to these necessary parts. A frictional device has also been provided for the belt shippers to hold same in place in any position, and the shipper fingers are always in close proximity to the tight and loose pulleys to facilitate shifting the belt.

Other special features of the machinery produced can be found fully described and illustrated in the catalogue of the maker, the Norton Emery Wheel Co., of Worcester, Mass. A special booklet devoted to the Walker universal tool and cutter grinder is also supplied on application.

### Wire Belt Lacing.

The Globe composition wire belt lacing makes a smooth joint that is no thicker than any other part of the belt, conforms itself to the pulley and prevents lost con-



FIG. 1.

tact of the belt to the pulley where it is joined. The wire lace will not cut through the belt, the lace holes will not tear out, and the belt will not crack or break where it is fastened. It will work successfully on any size

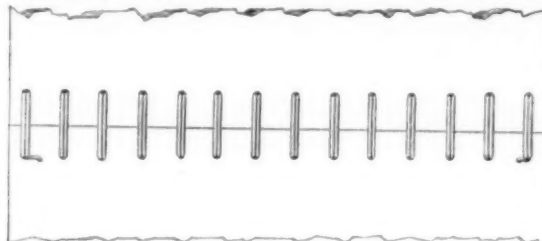
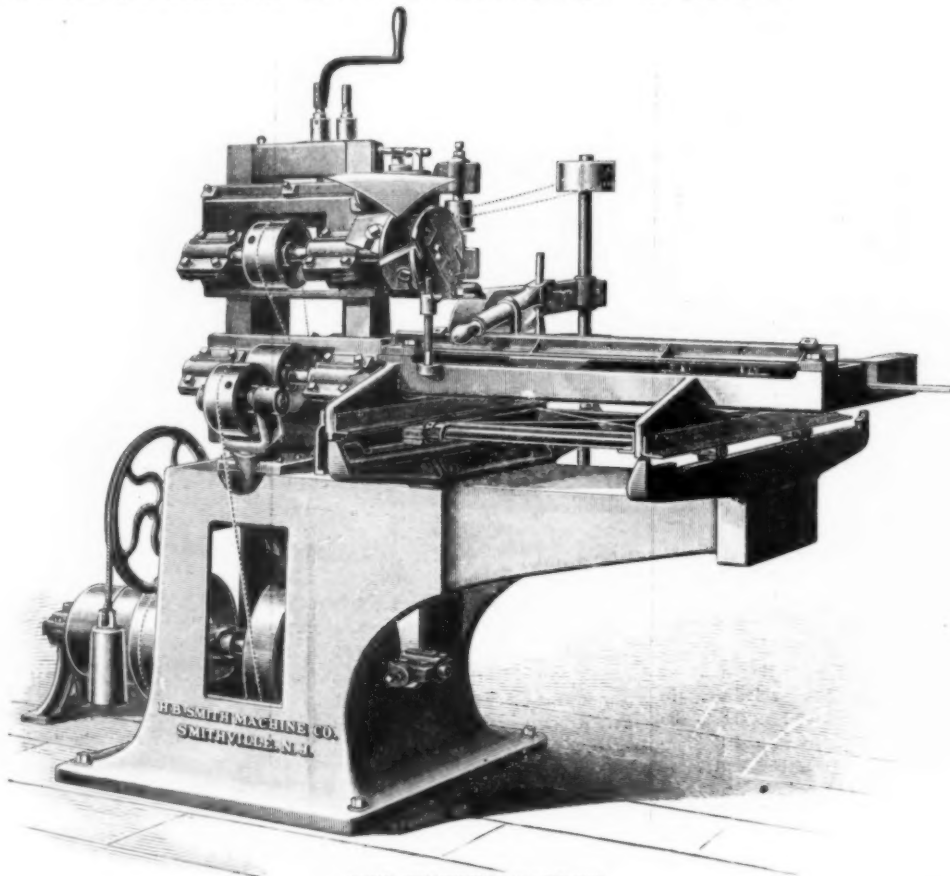


FIG. 2.

### New Tenoning Machine.

The new tenoning machine shown in our illustration is the result of long experience in the construction of apparatus in this class. This machine is the culmination of the valuable principles sug-

gested by the extended experience of its maker, the H. B. Smith Machine Co., of Smithville, N. J. Woodworkers desirous of adding to their equipment a modern machine of great utility should investigate this one. The maker will be pleased to supply fur-



NEW TENONING MACHINE.

### Dial Feed Presses.

The demand for presses for producing various articles from sheet metal at a high rate of speed has caused many devices for automatically feeding the stock to be attached to the presses made by the



E. W. Bliss Co., of 137 Plymouth street, Brooklyn, N. Y. These automatic feeds are the double and single roll, the tube, the gravity, the push, the reciprocating and the dial. There are a number of styles of these automatic feeds and various ways of constructing them. The illustration presented gives three views of a small "Bliss" bench press.

These three cuts illustrate the machine so well that a description of the method of operating the feed is hardly necessary. Machines after this style, with similar

of these presses may also be arranged to carry one, two or three punches, according to the nature of the work, so that one operator can accomplish from 80 to 250 operations per minute by simply dropping the shell to be reshaped, pierced or stamped into the holes of the dial as it revolves. The value of this great speed of production is enhanced by the entire absence of risk to the operator, who has no occasion whatever to put his hands between the punches and dies. The safety device above mentioned, shown at the

one illustrated on these presses may also be supplied with other presses built by the Bliss Company, making this type of feed available for a very large range of work. Further particulars regarding the full line of "Bliss" presses, with illustrations, can be obtained by addressing the maker.

#### Iron Markets.

Cincinnati, O., February 12.

There has been a fair buying movement in a small way for nearly all kinds of iron

semer, and the hope is expressed that the advance will be followed by a better demand for foundry grades.

We quote for cash f. o. b. Cincinnati:

Southern coke, No. 1 foundry	\$9 75@10 00
Southern coke, No. 2 foundry	9 50@ 9 75
Southern coke, No. 3 foundry	9 25@ 9 45
Southern coke, gray forge....	8 75@ 9 00
Southern coke, mottled.....	8 75@ 9 00
Southern coke, No. 1 soft....	9 75@ 10 00
Southern coke, No. 2 soft....	9 50@ 9 75
Belfont coke, No. 1, Lake Sup.	11 00@ 11 50
Belfont coke, No. 2, Lake Sup.	10 50@ 10 75
Hanging Rock charcoal, No. 1.	14 50@ 15 50
Tennessee charcoal, No. 1....	12 50@ 13 00
Jackson Co. silvery, No. 1....	12 50@ 13 00
Standard Georgia car-wheel..	14 25@ 15 00

Pittsburg, Pa., February 12.

The market for Bessemer pig received quite a stimulus during the early part of the week through the purchases of large tonnage made by several prominent interests. Prices have responded to this sudden call and are accordingly on a higher plane, with sales reported at the advanced figure. Foundry iron has shared in this somewhat, but the transactions are not large and are scattered. Finished lines show a mild activity.

New York, N. Y., February 12.

The business of the week has been very satisfactory in volume, though at no improvement in prices. All classes and grades of iron have participated in the sale, charcoal having been conspicuous.

Many of the furnaces have booked orders so liberally that buyers will find themselves unable the coming week to secure some bargains available the past week. Some of the Lake Superior coke furnaces propose to mark up their prices in the immediate future, owing to the condition of their order books and the increased demand. In the South the leading producing company has orders booked for scattered deliveries twelve times their present stock. The phenomenal purchases of Bessemer pig by the large steel makers, aggregating approximately 120,000 tons, have naturally advanced the price on Bessemer 50 cents per ton, and it is reasonable to expect further advances.

The Lake Superior charcoal iron makers, as indicated above, have had an extraordinary run of orders in the past week, and the extremely low figures made the past ten days in some large transactions cannot be repeated. The general conditions of the country seem to justify the belief that a marked improvement prevails in all branches of industry, and the evidence of ample means are on every hand during the past week clearly manifested by purchases on the part of Western and country banks of bonds and choice stocks. It is believed that the spring will find the country in unusual activity and that values on all products and commodities will rise to a higher plane. There seems to be no cloud in the commercial sky, and the general recuperation and healthful development of the country is to be realized to the satisfaction of all.

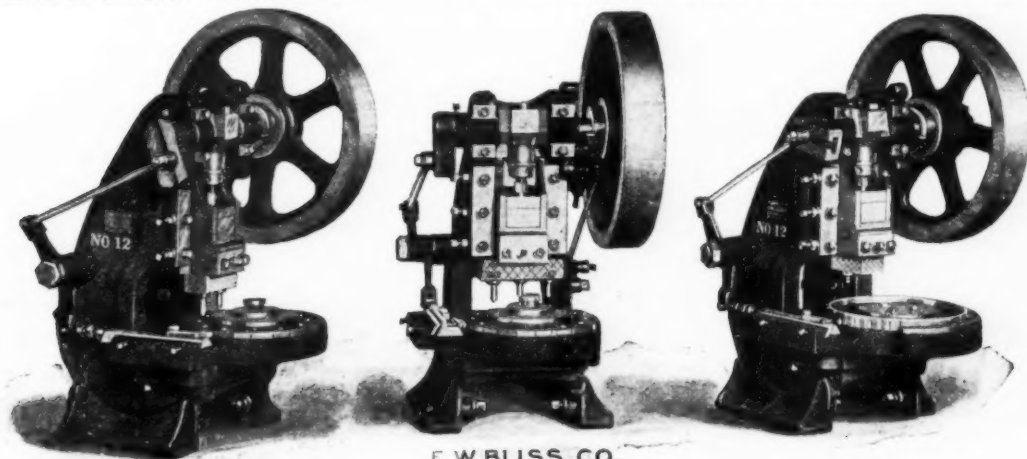
We quote for cash f. o. b. New York:

No. 1 X Standard Alabama...	\$10 75@ 11 00
No. 2 X standard Alabama...	10 50@ 10 75
No. 1 X lake ore coke iron....	12 50@ 12 75
No. 2 X lake ore coke iron....	12 00@ 12 25
Niagara coke malleable.....	12 00@ 12 25
Rome (Ga.) charcoal.....	15 00@ 15 50
Hinkle L. S. Charcoal.....	13 00@ 13 50

ROGERS, BROWN & CO.

#### Wise Men

read the advertising pages of the Manufacturers' Record carefully because they are always sure to find something of value; it may be a special sale, or an opportunity for investment, or some new machinery, or some one looking for a location for a factory, or a thousand and one things advertised that may concern you. Every man ought to study newspapers, not simply glance over them, but examine in detail the Manufacturers' Record, for instance, and he will be sure to find something that can be made profitable in his business. In its news columns and in its advertising pages he will find matter that may prove invaluable in his business operations.



E. W. BLISS CO.,  
BROOKLYN, N. Y. U. S. A.  
FIG. 1.

feeds, are extensively used in the manufacture of buttons, small burner parts, umbrella trimmings and other light staple articles. In many cases two or three punches and dies can be made to act simultaneously, performing one after another some of the necessary operations, and thus doubling or trebling the efficiency of the machine.

right of the presses, is so connected with the clutch as to stop the slide on its downward stroke before it can do any harm in case some accident should prevent the dial from assuming its correct position. The cam next to the frame of both presses actuates by means of lever connections, not visible in the cut, a knockout which pushes the article out of the dies back

during the past week. The contracts have been confined to buyers covering actual wants, and but little interest has been shown in Southern brands. The largest consumers seem to be waiting to ascertain whether fresh anxiety will be evinced on the part of Southern producers to load up with orders at less than current quotations. Most of the furnaces

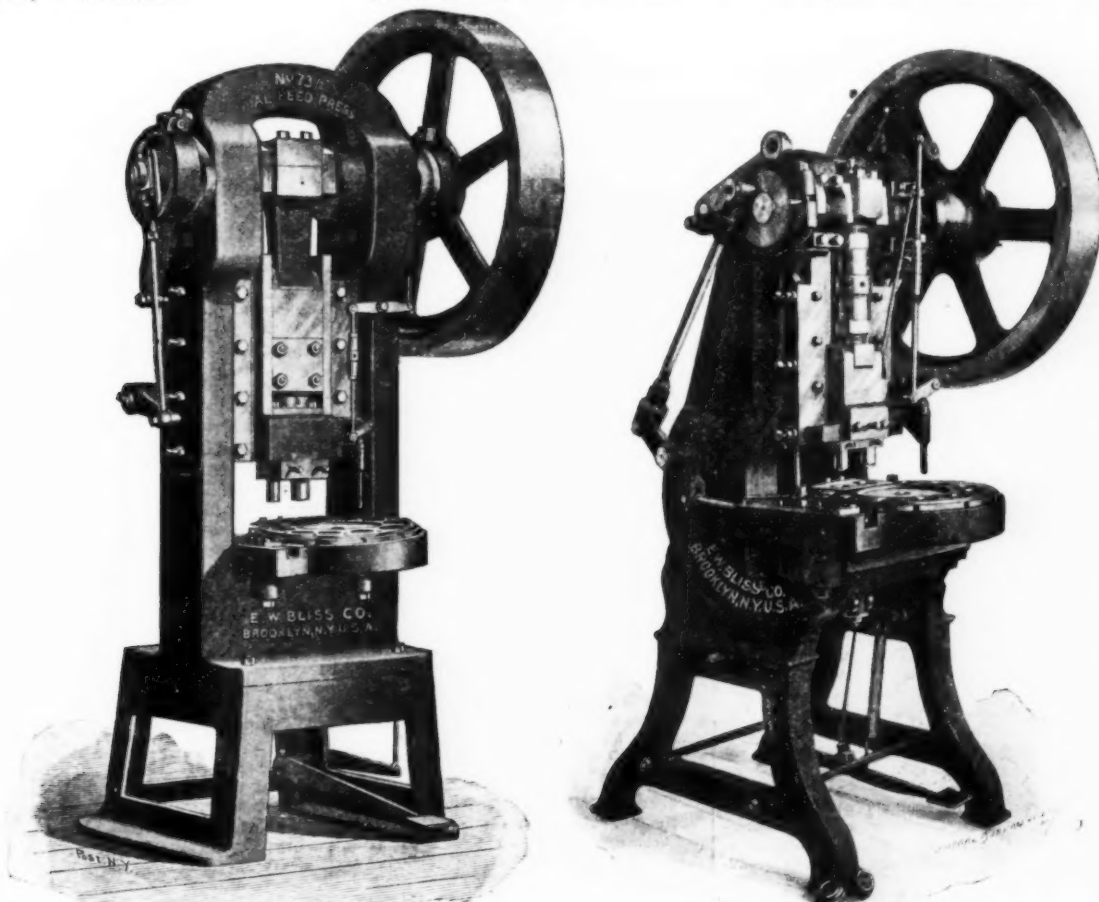


FIG. 2.

FIG. 3.

In Figs. 2 and 3 is shown another type of dial feed, to which is added a cam actuated bottom knockout and safety attachment. The mechanism for operating this type of feed is practically the same on both presses. The machine shown in Fig. 2 is, of course, for much heavier work than the one shown in Fig. 3. The slides

into the dial holes to receive a second or third operation as they move along. These two machines have been specially designed for the rapid and economical production of brass goods, lamp burners, watch and clock-case stampings, ferrules, oilcups and many other similar goods. Feeds and attachments similar to the

are willing to let business pass unless they can obtain for No. 2 foundry \$7.25, Birmingham basis, but buyers claim that there are still a few making iron of a satisfactory quality who continue to shade this price.

The attention of the iron trade has been centered on the large deals in Bes-

# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

## ALABAMA.

Alexander—Gold Mines.—Three new gold mines are to be developed near Alexander City. H. J. Cameron can probably give information.

Birmingham—Mining.—Incorporated: The Robinson Mining Co., capital \$100,000, to buy, sell and improve mineral lands, to operate mines, erect shops and houses, etc. The incorporators are W. G. and J. B. Robinson, both of Birmingham.

Birmingham—Coal Mines, etc.—Incorporated: The Jefferson Coal & Coke Co., with a capital of \$30,000. This company has leased and is operating the properties of the Jefferson Coal & Railway Co. at Mary Lee. The stockholders are Henry S. Jenkins, of Baltimore; Gibson Boerke, of Philadelphia, and Alex. T. London, of Birmingham.

Birmingham—Steel Plant, etc.—It is stated that the Birmingham Rolling Mills is about to arrange for the construction of three additional steel furnaces at its plant, which would increase the capacity from 120 to 300 tons daily; John G. Caldwell, president.

Centreville—Saw Mills.—Huntcutt & Neal, of Heflin, Ala., will erect a large saw mill, as lately noted. The plant will be located near Centreville, where the firm has purchased a tract of timber land, and it will cost about \$20,000.

Florence—Oil Mill.—C. W. Ashcraft, of Opelika, Ala., and associates, of Atlanta, Ga., are arranging for the erection of a cottonseed-oil mill.

Florence—Cutlery Factory.—The Business League is negotiating relative to the establishment of a cutlery factory.

Huntsville—Electric-light Plant.—The Huntsville Electric Co. will enlarge its plant, erecting new building, putting in new machinery, etc.

Huntsville—Cellulose Plant, Cotton-mill Supplies Factory, etc.—The Chamber of Commerce has a proposition for the establishment of a cellulose plant and will doubtless meet the terms offered and secure the enterprise. A plant for producing cotton-mill supplies, such as bobbins, spools, etc., will be established at once; machinery has

been secured. The Chamber of Commerce can be addressed.

Huntsville—Cylindrical Cotton Compress.—The West Huntsville Cotton Mills Co. has placed order for machinery to double its plant for producing cylindrical cotton bales and for ginning.

Piedmont—Flour Mills.—J. H. Hebble is arranging for extensive additions to his flour mills.

Rock Mills—Cotton Mill.—The Wehadkee Cotton Mills will put in engine and boiler to give 125 to 150 horse-power. Address F. P. Randle, secretary.\*

Thomasville—Electric-light Plant, Cotton Gin and Grist Mill.—W. I. Waller, of Nicholas, Ala., has purchased the Noble gin plant in Thomasville. He will put in a new cotton gin, grist-mill equipment and install an electric-light plant; machinery for the latter has been bought.

Tuscaloosa—Flour Mill and Elevator.—F. G. Blair, of Tuscaloosa, and A. M. Blair, of Ottawa, Kan., have purchased site in Tuscaloosa on which they will build a grain elevator and flour mill.

Tuscaloosa—Cotton Mill.—J. D. Griffin, of Memphis, Tenn., is said to contemplate establishing a cotton mill in Tuscaloosa.

Tuscaloosa—Brick Works.—J. D. Ruffer, of Meridian, Miss., will establish brick works of 30,000 daily capacity.

Tuscaloosa—Steam Laundry.—H. A. Lind, of Piqua, Ohio, will establish a steam laundry in Tuscaloosa.

## ARKANSAS.

Little Rock—Mercantile.—Incorporated: The Quinn Dry Goods Co., by Mary E. Quinn, Joe P. Quinn, D. D. Quinn, Samuel Gersman and Joseph Reddy. The capital stock is \$25,000.

Warren—Woodworking Factory.—Shirey & Butler expect to add box machinery to their planing mill.\*

## FLORIDA.

De Land—Land Company.—Incorporated: The Forest Park Co., capital stock \$50,000, for land improvement purposes, etc., by A. D. McBride, Will A. Allen, M. Davis, S. A. Wood and others.

Orlando—Electric-light Plant.—Franchise for electric-light plant has been granted to the Peninsular Electric Light Co., composed of R. C. Abernathy and others.

Orlando—Electric-light Plant.—The Peninsular Electric Light & Power Co., noted last week as applying for franchise, is now in process of organization, and will build plant at once. Bids will be wanted in a few weeks. Address company, care of B. C. Abernathy.\*

Sanford—Fiber Factory.—The Tropical Fiber Co., of Jacksonville, will remove its factory to Sanford; contract has been let for new buildings, wharf 400 feet long and other improvements to cost about \$50,000. Over 125 hands will be employed.

West Tampa—Water Works.—The city council has arranged for the issuance of \$20,000 in bonds to construct water works, etc. Address the mayor.

## GEORGIA.

Atlanta—Water-power Development, etc.—The court has granted a charter to Messrs. Henry B. Smith, R. B. Smith and C. Elmer Wilson, all of New York, as the Atlanta Water Power Co., capital stock to be \$10,000. This is the corporation reported several weeks ago which proposes using the fall of the Chattahoochee river, eight miles distant, to supply electric power to Atlanta and adjacent territory. Options have been secured on sixteen miles along either side of the stream, and machinery will be installed with a capacity to develop 11,000 horse-power. Col. H. H. Berry, of Gainesville, Ga., attorney for the company, can be addressed.

Atlanta—Furnace Works.—Application has been made for a charter for the Hawley Down Draft Furnace Co. (recently noted as to locate), capital stock being placed at \$150,000. The company will be a branch of the parent enterprise in Chicago, of which Charles E. Bleyer, of Chicago, is vice-president. About seventy-five men will be employed in the plant at the start. For information address Charles E. Bleyer, care of Hoke Smith & H. C. Peeples, Atlanta.

Augusta—Knitting Mill.—The Belair Factory Co., capital stock \$20,000, has been formed to establish the knitting mill noted

last week as projected by the Georgia Colony Association. W. O. Boykin, president, can be addressed.

Augusta—Horticulturist Company.—Prosper J. Berckmans and others have incorporated the P. J. Berckmans Co., with capital stock of \$25,000, for horticulturist purposes.

Brunswick—Phosphate Elevator.—It is rumored that the Plant system will build a phosphate elevator; H. B. Plant, president, New York city.

Brunswick—Wharves.—The Southern Railway Co. will build extensive wharves at Brunswick; Frank S. Gannon, general manager, Washington, D. C.

Donalsonville—Lumber Plant.—The Donalson Lumber Co. will rebuild its saw mill, recently burned, putting up a plant to cost \$20,000, with circular-saw equipment, live rolls, log haul-ups, rift machines, steam jump saws, etc. New mill will have daily capacity of 75,000 feet of lumber.

Elberton—Water Works.—The city has awarded contract to G. J. Baldwin, of Savannah, for the construction of water works.

Gainesville—Electric-light Plant.—Chas. L. Webb is forming a company to establish a plant for supplying homes with electricity.

Gainesville—Electric-light Plant.—Charles S. Webb will organize a company to install an electric-light plant.

Griffin—Repair Shop.—H. C. Burr's Sons will erect a bicycle repair shop.

Jesup—Foundry, etc.—The Jesup Machine & Foundry Co. will erect an addition to its plant and add new machinery.

Lindale—Cotton Mill.—The Massachusetts Mills in Georgia contemplate extending the mill and largely increasing the production; Augustus Lowell, of Boston, Mass., president.

Meansville—Cotton Mill, etc.—J. M. Means and W. A. Bates have incorporated the Meansville Manufacturing Co., with capital stock of \$50,000, to erect and operate cotton gins, cotton mills, woolen mills, etc.

Montezuma—Water Works.—Joe Wilson has obtained permission from the city council for certain piping, etc., to form the basis of a water-works system to be developed.

Tate—Herndon Marble Co. will erect a new and larger marble mill.

Thomaston—Electric-light Plant.—The establishment of a city electric-light plant is talked of. Address J. R. Tarwater, mayor.

## KENTUCKY.

Ashland—Steel Plant.—It is reported that the Ashland Steel Co. will add a rod mill to its plant at a cost of \$240,000 and construct 150 coke ovens.

Frankfort—Coal Company.—Incorporated: The Lily Coal Co., capital stock \$25,000.

Louisville—Box Factory.—Bell & Coggeshall Co. will build a \$10,000 box factory.

Louisville—Ice Factory.—F. & J. Walters are adding a 10-ton ice machine to their plant.

Louisville—Foundry, etc.—D. X. Murphy & Bro. are preparing plans for finishing shops for the National Foundry & Machine Co.

Louisville—Clothing Factory.—J. M. Robinson, Norton & Co. will build a new factory building, to be two stories high, 80x162 feet, with skylight 44x164 feet for light and ventilation, electricity as motive power and for lighting at night. John Hutchings is preparing plans. The firm will put in 390 machines and employ 600 operatives.

## LOUISIANA.

Abbeville—Sugar Mills.—The Vermillion Sugar Co., with cash capital of \$500,000, has been organized and applied for charter, the chief mover in the enterprise being O. M. Nilson. The company will probably build three factories. Address O. M. Nilson, proprietor, Old Perry Plantation.

Alexandria—Saw Mills, etc.—Isaac Stephenson, Jr., of Menominee, Mich., contemplates the development of 400,000 acres of timber lands near Alexandria by the erection of saw mills, etc.

Crowley—Irrigation System, etc.—The Abbott-Duson Canal Co. has been incorporated, with capital stock of \$42,000, for the purpose of constructing a canal for irrigation purposes, etc. The directors are Miron Abbott, William W. Duson, Cornelius C. Duson, Bernice M. Lambert, Martin D. Abbott

and Celathiel Abbott, with Miron Abbott, president; Cornelius C. Duson, vice-president, and Bernice M. Lambert, secretary-treasurer. Address the president.

Crowley—Irrigation, Farm Cultivation, etc. The Watertown Farm & Irrigating Co., Limited, has been incorporated to construct canals for irrigation purposes, conduct farms, etc., with capital stock of \$50,000; J. P. Shoemaker, president; Squire A. Pickett, vice-president, and John Green, secretary-treasurer. Address the last named.

Garland—Irrigation System, etc.—Messrs. Lichtenstein & Hechinger, of New Orleans, will construct an irrigation canal at Premeaux Landing, to be used by the Vermilion Development Co. in connection with plant already operating. About 50,000 acres of rice lands will be irrigated. Address Messrs. Lichtenstein & Hechinger at 843 Union street, New Orleans.\*

New Orleans—Grain Elevator.—It is rumored that the Louisville & Nashville Railroad will build a grain elevator; J. G. Metcalfe, general manager, Louisville, Ky.

Raceland—Sugar Mill.—C. S. Matthews intends increasing the capacity of his sugar mill by the addition of new machinery.

Rayne—Sugar Mill.—A stock company will be formed, with capital of \$50,000, to build a sugar mill of 15,000 pounds capacity per day. E. Daboval, mayor, can give information.

## MARYLAND.

Baltimore—Navigable Canal.—A bill has been introduced in the legislature to incorporate the Baltimore, Curtis Bay & Annapolis Canal & Navigation Co. The company proposes to construct a canal four and one-half miles long from Curtis creek to the Severn river, thus providing a direct and short water route between Baltimore and Annapolis through the trucking district of Anne Arundel county. The use of any motive power is authorized in propelling boats along the canal. The capital stock is \$100,000. The incorporators are Messrs. Arthur M. Easter, James M. Easter, Alvin P. Kennedy, of Baltimore, and Peter Potee, Frank S. Revell, Ellihu S. Riley and others. Address Arthur M. Easter.

Baltimore—Shoe Factory.—Incorporated: The Metropole Shoe Manufacturing Co., by Charles F. Green, Arthur L. Horner, Herbert E. Green, George A. Horner and W. Booth Stanton, with a capital stock of \$12,000; purpose, to manufacture shoes.

Barton—Coal Mine.—The Barton Mining Co. is opening a new coal vein.

Cumberland—Telephone System.—The Maryland, Pennsylvania & West Virginia Telephone Co. has obtained franchise for telephone system, etc.

Cumberland—Electric-light Plant.—The city has awarded contract for the erection of its \$34,000 electric-light plant to the Ambros Construction & Electric Co., of Cleveland, O.

Hagerstown—Water-power Development and Electric Plant.—Powell Evans intends to construct a dam across the Potomac river near Hagerstown for the development of water-power and to erect an electric plant for transmission of power to factories, etc.

Hagerstown—Electric-light Plant.—P. B. Shaw, of Williamsport, Pa., has purchased the Evans electric-light plant for Christian W. Lynch and William Jennings, officers of the Hagerstown Electric Railway Co. The plant will be enlarged, and much new machinery installed. Address Christian W. Lynch, Hagerstown.

Rockville—Electric-light and Water Works.—The city will petition the legislature for authority to issue \$10,500 bonds for the construction of water works and electric-light plant. Address the mayor.

Washington—Gas Engines.—The Automatic Gas & Gasoline Engine Co., capital stock \$150,000, has been incorporated, with Isaac L. Johnson, president.

Washington, D. C.—Electric-light Plant.—The Hill Lighting Co., H. P. Hill, president, has applied for permission to install gas engine and electric-lighting apparatus in the Hotel Johnson.

Washington—Pneumatic Tubes.—Chartered (in West Virginia): The Batchelor Pneumatic Co., with an authorized capital of \$1,000,000, for the purpose of constructing and operating pneumatic tubes for the transmission of letters, newspapers and other mails. The incorporators are Matthew C. Butler, James H. G. Martin and Myron M. Parker, of Washington; Eppa Hunton, of



Warrenton, Va.; Birney C. Batchelor, of Philadelphia; John C. Calhoun and Fred S. Pearson, of New York city.

#### MISSISSIPPI.

Crystal Springs—Water Works.—The city has voted to arrange for the construction of a water-works system. Address the mayor.

Vicksburg—Chair Factory.—A. D. Martin, of Chicago, has made a proposition for the establishment of a chair factory to employ 500 hands and the citizens will endeavor to meet the terms offered. Address Gen. E. S. Butts.

#### MISSOURI.

Baden—Car Works.—The St. Louis Car Co., of St. Louis, has made arrangements for the erection of a complete new car-works plant in Baden; plant will include a \$200,000 building, new equipment of machinery, ironworking and woodworking, boilers, engines, electrical machinery, etc. The plant will have an annual output of 1000 cars; T. Kling, general manager.

Cape Girardeau—Telephone Company.—Incorporated: The Jackson Telephone Co., capital stock \$2500, by Samuel Hitt and others.

Central City—Lead and Zinc Mining.—The Kenwood Mining Co., capital stock \$20,000, has been incorporated by E. J. Harkness, of Chicago, Ill.; Hugh McIndoe, of Joplin, Mo.; E. M. Sherman, of Galen, Mo., and others. The company has leased and will work the Ora-Myrtle lease of lead and zinc lands.

Joplin—Grain Company.—Incorporated: The Marshall & Michel Grain Co., capital stock \$10,000, by W. H. Marshall and others.

Kansas City—Furniture Factory.—The Abernathy Furniture Co., of Leavenworth, Kan., has about decided to erect a building five stories high, 65x180 feet, and equip it as a furniture factory.

Kansas City—Grain Elevator.—It is reported that the Chicago, Burlington & Kansas City Railway is considering the construction of a grain elevator of probably 750,000 bushels capacity; H. Zimmerman, superintendent bridges and buildings, Hannibal, Mo.

Nixa—Cannery.—Albert Goss, V. Stewart, R. M. Sims and others have incorporated the Nixa Canning Co., with capital stock of \$4000.

St. Louis—Construction Company.—Incorporated: The Middle States Construction Co., capital stock \$25,000, by B. A. Aldrich, R. M. Quigley and others.

St. Louis—Water Purifiers.—The St. Louis Water Purifying Co., capital stock \$50,000, has been incorporated by J. M. Nelson, Jr., and others.

St. Louis—Electrical Company.—Incorporated: The Moe & De Voll Incandescent Gas-light Co., capital stock \$250,000, by T. M. Moe, C. H. De Voll and H. E. Green.

St. Louis—Manufacturing Company.—Incorporated: The Thoenes & Schulenburg Manufacturing Co., capital stock \$10,000, by Max Schulenburg and others.

St. Louis—Flooring Company.—Incorporated: The Hardwood Flooring Co., capital stock \$5000, by J. D. Ochterbeck, George R. Manning and Ernest E. Velil.

St. Louis—Manufacturing.—Incorporated: The Mississippi Valley Electrical & Manufacturing Co., capital stock \$100,000, by D. H. Lohse, Edward Buder, A. F. Ittner and Eugene Buder.

St. Louis—Mining.—Incorporated: The Turkey Hill Mining & Realty Co., capital stock \$30,000, by Patrick O'Malley, J. H. Randall, W. Ratican and J. C. Muckermann.

St. Louis—Carriage Company.—Incorporated: The Hoffman Carriage Co., capital stock \$30,000, by G. M. Hoffman, J. A. Reardon, John Kammerling, J. F. Oswald and J. W. Tintera.

St. Louis—Land Company.—Incorporated: The Club Land & Cattle Co., capital \$50,000, by A. C. Cassidy, E. B. Carver, W. L. Cassidy, T. A. Doerr, A. L. Keechled and A. R. Berry.

St. Louis—Candy Factory.—The Plov Candy Co. will build a new factory building three stories high, 30x150 feet.

Trenton—Light and Power.—Incorporated: The Trenton Light & Power Co., capital stock \$30,000, by C. O. Hoffman, E. M. Harber, W. O. Garvin and others.

Webb City—Lead and Zinc Mining.—O. C. Reed, J. W. McFadden, John N. Brownfield, W. H. Hollen, of Pittsburg, Pa., and others have organized a company to develop lead and zinc lands near Webb City. Address J. W. McFadden at Webb City, care of the Newland.

#### NORTH CAROLINA.

Charlotte—Foundry Enlarging.—The D. A. Tompkins Co. is erecting an extensive addition to its foundry; will put in new machinery, etc.

Charlotte—Gas Plant.—The plant proposed by the Charlotte Electric Railway, Light & Power Co., noted last week, is to have a holder of 100,000 feet capacity. Bids are being invited to equip this latter; E. D. Latta, president.\*

Ether—Lumber Mills.—The Ether Lumber Co. has been incorporated with a capital of \$5000, by C. J. Cox, W. L. Frost, of Asheville; W. J. Thompson, of Haw River; G. G. Hendricks, J. B. Ward, J. R. Wall and J. E. Port, of Asheville.

Greensboro—Flour Mill.—The Guilford Roller Mill Co. (reported last week) has a capital stock of \$9000, with privilege of increasing to \$50,000; incorporators, John A. Hodgkin, S. E. Hudson and James H. Davis.

Greensboro—Novelty Works.—The Greensboro Novelty Manufacturing Co. has been incorporated with paid-up capital of \$10,000 and privilege of \$25,000, and J. Council Brown is president; C. N. McAdoo, secretary-treasurer, and Robert J. Allen, manager. The company will equip at once a plant for the manufacture of bedsprings, folding-spring cots, folding poultry crates, etc. Address the manager.

Greenville—Tobacco Warehouse.—O. L. Joyner and G. B. Hughes will build a warehouse 100x200 feet for handling tobacco, etc.

Hickory—Pump Works.—Chartered: The Latta-Martin Pump Co., with a capital of \$24,000, and right to increase to \$50,000. The incorporators are J. L. Latta, M. E. Thornton, E. C. Thornton, A. A. Shuford and E. L. Shuford; object, the manufacture and sale of pumps.

High Point—Table Factory.—The High Point Table Co. will probably rebuild its factory in the spring.

Kinston—Cotton Mill.—The Kinston Cotton Mills has been incorporated, with capital stock of \$12,000, and privilege of increasing to \$300,000, its purpose being the erection and operation of cotton mills, etc.; incorporators, J. F. Taylor, F. Harvey, Wm. C. Fields, D. Oettinger and others. Address J. F. Taylor.

Newbern—Tobacco Warehouse.—Dr. N. H. Street will build a warehouse at a cost of about \$10,000 thoroughly equipped for handling tobacco.

Newbern—Machine Works.—P. H. Pelletier, D. L. Roberts, J. B. Holland, F. T. Patterson, E. T. Gaskill and E. B. Dixon have formed a company and established a plant for making mattress-making machines invented by the Messrs. Gaskill and Dixon mentioned. Address E. T. Gaskill, South Front street, Newbern.

Rocky Mount—Electric-light Plant and Ice Factory.—The Rocky Mount Ice & Electric Light Co. will be incorporated, with capital stock of \$25,000, to erect an ice factory, and later on the capital will be increased to \$40,000 and an electric-light plant will be installed. S. R. Carrington and L. H. Simmons, of Durham, N. C., are interested. Address the last named.

Rocky Mount—Ice Factory.—Messrs. Worth & Hines, reported last week as to build an ice factory, will incorporate a \$12,000 stock company to erect and operate the proposed enterprise; plant to have a daily capacity of twelve tons. The incorporators will be John S. Armstrong and W. E. Worth, of Wilmington, N. C., and J. W. Hines, of Rocky Mount, N. C. Address the last named.

#### SOUTH CAROLINA.

Aiken—Ice Factory.—William McCauley, John L. Vandiver and Fred Kaiser are organizing a stock company to erect an ice factory.

Bamberg—Electric-light Plant.—Application has been made to the city council for an electric-lighting franchise. Address the mayor.

Charleston—Cotton Factors.—Incorporated: The Dill-Ball Co., to conduct a general factorage and commission business, with a capital of \$15,000; J. T. Dill, president; J. A. Ball, secretary and treasurer.

Spartanburg—Bobbin Factory.—Eugene Carver is negotiating for the establishment of a large bobbin factory.

Spartanburg—Laundry.—The Spartan Inn will put in new machinery; contracts have been made.

Union—Cotton Mill.—The Union Cotton Mills, T. C. Duncan, president, has increased its capital stock from \$600,000 to \$1,100,000.

#### TENNESSEE.

Chattanooga—Sewer-pipe Works.—Dwight P. Montague, of Chattanooga, has pur-

chased the sewer-pipe plant of the Lookout Sewer Pipe Co. in Walker county, Georgia, for \$38,000.

Dayton—Furnace Blows In.—The Dayton Coal & Iron Co. has put its No. 2 furnace in blast.

Dayton—Water Works.—G. W. Pearson, of Harriman, Tenn., is preparing plans and specifications for the city's proposed water works. Address J. A. Denton, city secretary.

Dayton—Electric-light Plant.—The city has under consideration the establishment of a plant for electric lighting. Address town clerk.

Harriman—Woolen Mill.—George B. Durell is negotiating for the establishment of a woolen mill.

Knoxville—Woodworking Factory.—Chartered: The Southern Coffin & Casket Co., authorized capital stock \$5000, by I. B. Zeigler, W. H. Geers, James Richey, E. F. Wiley and Tully R. Cornick.

Knoxville—Water-power Development, Electric Plant, etc.—Horace Van Deventer is representing capitalists who have acquired from Charles J. Pogue, of Knoxville, his rights for damming the Holston river near Knoxville. The intention is to thoroughly develop the water-power and build an electric plant to transmit power to factories.

McMinnville—Tobacco Factory.—The Mountain Tobacco Works is erecting a factory.

Memphis—Cotton Mill.—Chartered: The Memphis Cotton Mill Co., capital stock \$120,000, by Austin Miller, Noland Fontaine, Jas. E. Beasley, Louis Erb and others.

Memphis—Cottonseed-oil Mill.—E. G. Richmond, of Chattanooga, Tenn., has decided to build a cottonseed-oil mill and is considering Memphis as a location for it.

Mt. Pleasant—Electric-light Plant.—A movement is on foot for the organization of a company to install an electric-light plant. Ambrose Lanier can give information.

Nashville—Abattoir.—The sum of \$50,000 has been subscribed for the formation of a stock company which purposes building and operating a modern abattoir. J. F. and W. F. Singer can probably give information.

Scott County, etc.—Coal and Timber Lands.—It is stated that an English syndicate has completed the purchase of 30,000 acres of land from the Beaver Creek Coal Co., 10,000 acres from Beaver Fork Mining Co., Glen Mary mines and lands, 15,000 acres in Scott county, etc. The lands are timber and coal lands, and it is the intention of the new owners to develop thoroughly. H. B. Morehead, of Cincinnati, O., is said to be interested in the deal. Dr. W. F. Scott, of Somerset, Ky., can possibly give information.

Spring City—Coal-lands Development.—Maj. C. O. Godfrey, of Chattanooga, Tenn., is planning for the development of 200,000 acres of coal lands near Spring City.

Spring City—Coal Mines, etc.—The Union Land, Coal & Coke Co. is about to arrange for the thorough development of its coal mines near Spring City. F. G. Niederlinghouse, St. Louis, Mo., is president.

Tulahoma—Iron Foundry.—A movement is on foot for the establishment of an iron foundry; probably T. J. Cornish can give information.

Winchester—Telephone System.—S. M. Alexander, M. N. Whitaker and George E. Banks are endeavoring to form a company to establish telephone system.

#### TEXAS.

Bolivar—Channel and Dock.—The charter of the Bolivar Channel & Dock Co. has been filed for approval. The corporation has a capital of \$100,000, and its purpose is the provision of terminal facilities at Bolivar Point by the construction of channels, erection of docks, etc. Address company, care of L. P. Featherstone, of the Gulf & Interstate Railroad, Austin, Texas.

Brazoria—Sugar Mill.—For information regarding the proposed sugar mill noted last week, address Messrs. Rowe & Wilson.

Cleburne—Sewers.—The city council will make arrangements for the construction of sewers. A committee has been appointed to investigate the subject. Address the mayor.

Colmesneil—Ocher Beds.—Levi Votaw will develop ocher beds.

Corsicana—Oil Wells.—Incorporated: The Co-operative Oil Co., capital stock \$20,000, to prospect for, develop and use coal and other minerals and petroleum, and to build and own all necessary oil tanks, cars and pipes used in such business; incorporators,

Rufus Hardy, G. W. Hardy and J. L. Halbert. Address Mr. Halbert.

Fort Worth—Live Stock.—Incorporated: The Bulward Live Stock Co., capital stock \$10,000, by Lou Fowler, C. R. Debord and D. P. Rodgers.

Galveston—Mercantile.—Marx & Blum, Incorporated, filed charter, with capital stock \$150,000; incorporators: I. H. Kempner, M. Marx, Aaron Blum, Charles Frenkel and Julius Markowitz.

McKinney—Water Works.—The city will issue bonds, as stated recently, for the construction of water works; bonds to amount to \$30,000. It is proposed to have a stand-pipe 100 feet high, with 20-foot base, four or five miles of piping, artesian wells for supply, engines, pumps, etc. Plans and specifications are now being prepared and when they are completed it will be decided whether the city build the plant by labor or ask for bids on its complete construction. For information address J. M. Pearson, mayor.

Port Arthur—Grain Elevator.—The Kansas City, Pittsburg & Gulf Railway's new grain elevator, noted last week, will have a capacity of 600,000 bushels. Bids are now being received and the plant is to be completed in June; Robert Gillham, general manager, Kansas City, Mo.\*

San Angelo—Electric and Ice Plant.—Chartered: The San Angelo Ice & Power Co., capital stock \$30,000, by George Bond, Geo. E. Webb, C. H. Powell and others. The purpose of this corporation is to manufacture and sell ice and provide cold storage and to manufacture and supply electric light, heat and motor-power.

Seguin—Electric-light Plant.—The city council contemplates the purchase of the Holmes water works and the addition to same of an electric plant for public and private use. Address L. Zorn, mayor.

Sherman—Mercantile.—Incorporated: The Birge-Forbes Co., capital stock \$50,000, for the purchase and sale of agricultural and farm products; incorporators: Thos. Forbes, Jr., N. B. Birge and J. P. Holt.

Sulphur Springs—Cotton and Woolen Mill.—The proposed company, noted last week, will be known as the Texas Woolen & Cotton Mills Co., capital stock \$50,000. Address W. L. McDaniel.

Winsboro—Electric Plant.—Incorporated: The Winsboro Electric Light & Power Co., capital stock \$3000, by R. G. Andrews, C. H. Morris, W. T. Whiteman and Manton W. Jones.

#### VIRGINIA.

Danville—Bed-springs Factory.—W. M. Holmes and R. M. Murdoch (address care of Hotel Burton) are endeavoring to form a company to establish a bed-spring factory.

Fredericksburg—Granite Works.—A. D. Young, of Barre, Vt., and associates have bought the Fredericksburg Granite Works and will improve and operate same.

Newport News—Bridges, etc.—The mayor has recommended the construction of several bridges, to cost probably \$20,000. Address W. A. Post, mayor.

Newport News—Pier-head.—The Newport News Shipbuilding & Dry Dock Co. will build a new pier-head.

Newport News—Foundry.—Thompson, Chapman & Co. have leased and will operate the foundry at Virginia avenue and Twenty-fourth street. J. T. Thompson, A. E. Chapman and J. S. Milne, all of New York city, compose the company.

Norfolk—Mucilage Factory.—Willard & McNair will enlarge and extend the operations of the Chleora Mills, manufacturing mucilage, paste, etc.

Norfolk—Silk Mills.—It is stated that Barton Myers is negotiating with New Jersey firms for the removal of silk mills to Norfolk.

Nottoway—Woodworking Factory, etc.—D. F. Neuman will rebuild his burned grist mill and spoke factory.

Roanoke—Printing Plant.—The Stone Printing Co. will enlarge its plant and put in new machinery.

Staunton—Gas Plant.—Henry Marquand, L. C. Harris and R. D. Apperson have applied to the city for franchise to erect a gas plant to furnish light, heat and power.

#### WEST VIRGINIA.

Bluefield—Mercantile.—The Bluefield Hardware Co. has been incorporated by C. B. Hancock, J. W. Ruff, R. W. Oakley and J. A. McNutt, of Bluefield, and E. L. Bell, of Lewisburg. The authorized capital is \$500,000.

Charleston—Asphalt Mining.—Incorporated: The Brunswick Asphalt Co. by C. M. Alderson, T. S. Clarke, H. B. Black and T.

D. B. Stewart, of Charleston, and W. B. Ball, of Chicago, to do a general mining business. The capital is privileged at \$300,000.

Charleston—Brake Company.—Chartered: The Doremus Brake & Coaster Co., capital stock \$500, with privilege of increasing to \$500,000. E. L. Squire and others are the incorporators.

McMechen—Road Improvements.—The county of Marshall will vote March 5 on an expenditure of \$100,000 for macadamizing roads. Address county clerk.

Morgantown—Oil Wells.—J. W. Dawson, of Karnes City, Pa., has leased and will develop for oil 1800 acres of land near Morgantown.

Piedmont—Coal Mine.—Montgomery & Co. are making an opening in the original Old Kelly coal mines.

Piedmont—Coal Mines.—A. B. Shaw, of Barton, Md., is opening a coal vein near Piedmont.

Waverly—Oil Wells.—Chartered: The Rose Oil Co., with a capital of \$14,000, and privilege of increasing to \$100,000, by R. H. Rose, W. J. Rodgers, A. R. Rolston, C. P. Ross and M. S. Gans.

Wheeling—Incorporated: E. S. Dinger Co., with a capital of \$500, and privilege of increasing to \$50,000, by E. S. Dinger, N. J. Bailey, M. A. Sampson, M. L. Bailey and E. M. Bailey.

Wheeling—Construction Company.—The W. W. Wood Co. has been incorporated to conduct a general contracting business, with W. W. Wood as president and Charles A. Wood, secretary; office at 2925 Chapline street.

#### BURNED.

Giddings, Texas.—Courthouse; loss \$15,000. Address county clerk.

High Point, N. C.—Table factory of E. D. Steel.

Jackson, Tenn.—Cotton compress of D. P. Restor, of Mobile, Ala.; loss \$25,000.

Louisville, Ky.—T. C. Caumisser's broom factory; loss \$30,000.

Nixon, Ga.—Cotton gin of G. W. Long.

Sparta, Ga.—Gin of John M. Jones.

Unionville, Md.—Shingle mill of Hiram Jones.

Winchester, Va.—Woolen mill of Kerr, Barr & Walter; loss \$10,000.

#### BUILDING NOTES.

Adairsville, Ga.—Stores.—T. J. Benson will erect a store building; D. W. Londermilk will erect a store building.

Alexandria, La.—Hotel.—The Business Men's League is furthering a project for the erection of a \$30,000 hotel. Address J. W. Alexander, secretary.

Austin, Texas.—Academy Buildings.—The Texas Academy of Science will erect a new wing to its buildings to cost about \$50,000.

Baltimore, Md.—Medical Buildings.—Geo. A. Archer is completing plans for the proposed medical buildings for Johns Hopkins University; structure to be of brick, L shaped, 100x110, 50x50; have fully-equipped laboratories, etc.

Baltimore, Md.—Dwellings.—James A. Griffin will erect thirty-four two-story brick residences.

Barnesville, Ga.—Church.—M. E. Church will expend \$8000 in remodeling church building. Address R. G. Matthews.

Birmingham, Ala.—Home Buildings.—Mercy Home has purchased site 100x240 feet in dimension for the erection of a building. Address Mrs. C. B. Spencer, president.

Birmingham, Ala.—Theater.—It is reported that a \$600,000 theater will be erected. R. H. Thomas can give information.

Centerville, Ala.—Bank Building.—Bibb County Savings Bank will soon advertise for bids on the erection of a bank and hotel building.

Charleston, W. Va.—Business Building.—C. C. Lewis will erect a business building five stories high, 42x140 feet, of slow-burning construction, after plans by Yost & Packard, of Columbus, Ohio, and Harrison Albright, of Charleston.

Charlotte, N. C.—Cottages.—Capt. W. B. Ryder will build five two-story houses.

Charlotte, N. C.—Residences.—W. B. Ryder has let contract to J. C. Herring for the erection of five residences.

Clarksville, Tenn.—Market-house.—The city will ask for estimates on erection of a market-house. Address Dr. N. L. Worthington, chairman of committee.

Cumberland, Md.—Hotel.—John Jones will

build a 20-room frame hotel; will ask for bids immediately.

Danville, Va.—Masonic Temple.—Roman Eagle Lodge, A. F. & A. O. M., has instructed its board of trustees to secure plans and specifications for a \$50,000 temple. Address secretary lodge named.

Elgin, Texas.—School.—Contract let to L. G. Mauer & Co., of La Grange, at \$7200 for erection of schoolhouse.

Hampton, S. C.—Hall Building.—Alumni Association of Furman University will erect a building. Address Rev. R. A. Sublett.

Indianola, Miss.—Courthouse.—Andrew J. Bryan & Co., of Atlanta, Ga., have prepared plans and specifications for the proposed courthouse for Sunflower county. Address county clerk.

Joplin, Mo.—Association Building.—There is talk of the erection of a Y. M. C. A. building. Address the secretary.

Kansas City, Mo.—Warehouse.—The Chicago, Burlington & Kansas City Railway proposes to build a freight warehouse; H. Zimmerman, superintendent bridges and buildings, Hannibal, Mo.

Knoxville, Tenn.—Residence.—I. L. Ford will erect a \$5000 residence.

Knoxville, Tenn.—University Buildings.—The University of Tennessee's new buildings, noted last week, will include mechanical department building, to cost from \$12,000 to \$15,000, to cover 9000 feet of floor space, and contain woodworking shops, electrical, hydraulic and steam laboratories, small iron and brass foundry, etc. Part of this machinery has been secured, but engines, boilers and foundry equipment will be wanted; Chas. W. Dabney, president.

Loch Earn, Md.—College Buildings.—Six new buildings will be erected at Loch Earn for college purposes. Address Rev. John R. Slattery, president Epiphany Apostolic College, Walbrook, Baltimore, Md.

Louisville, Ky.—Dwellings.—Dodd & Cobb have prepared plans for three residences for C. C. Bickel to cost \$7500 each; A. Hallenburgh has made plans for two residences for G. Ffau to cost \$5000 each.

Louisville, Ky.—Dwelling.—Mat. O'Doherty will erect a dwelling to cost \$5000.

Louisville, Ky.—Barn, etc.—Clark & Loomis have prepared plans for a \$10,000 barn for Mrs. Henning. J. J. Gaffney has prepared plans for three residences to cost \$5000 each.

Louisville, Ky.—Warehouse.—D. X. Murphy & Bro. have prepared plans for a 190x250-foot warehouse for the American Tobacco Co.

Marion, S. C.—Dwellings.—Mrs. W. C. Powers and Mrs. S. A. Durham will each build a residence.

New Orleans, La.—Public Building.—A \$10,000 stock company is being organized to erect a store and hall building. Address Adam Junker.

New Orleans, La.—Engine-house.—The city will build an engine-house to cost \$3865. Address the mayor.

Norfolk, Va.—Engine-house.—The city will build an engine-house at a cost of probably \$8000. Address the mayor.

Norfolk, Va.—Bank Building.—The Citizens' Bank continues to consider plans for its new building; structure will have either seven or nine stories, five of which are now built. Address G. M. Serpell.

Portsmouth, Va.—Residences.—W. S. Johnson, of Deep Creek, Va., will build six residences in Portsmouth (at Park View); Mrs. W. G. Grant will build a residence; John W. Laycock will erect a dwelling.

Raleigh, N. C.—Dormitory, etc.—The directors of the Deaf and Dumb Institute have accepted the plans and specifications of Frank P. Milburn, of Charlotte, N. C., for the proposed dormitory and auditorium, which is to cost about \$22,000. Contract will be awarded March 14 and bids are invited. Bids from North Carolina contractors only will be considered. Address directors of Deaf and Dumb Institute.

Richmond, Va.—Penitentiary.—The legislature has passed a bill appropriating \$150,000 to enlarge the State penitentiary. Address J. Hoge Tyler, governor.

Savannah, Ga.—Cathedral.—The burned cathedral of St. John the Baptist will be rebuilt in the near future; probably about \$100,000 or more will be expended on the new structure. Address Rev. Fr. Kelley, pastor.

St. Louis, Mo.—Theater.—Samuel Gumpertz and Manion Bros. have arranged for the erection of a \$25,000 theater and pavilion.

Terrell, Texas.—Church.—It is probable that a \$20,000 church will be built. Address pastor of the Methodist Church.

Thomas, W. Va.—Dwellings.—W. A. Liller, Keyser, W. Va., will build sixty cottages at Thomas and Coketon.

Troy, Ala.—Courthouse.—The commissioners of Pike county have accepted plans and specifications by R. L. Jones, of Atlanta, Ga., for the proposed \$10,000 courthouse.

Washington, D. C.—Apartment-house.—Appleton P. Clark, Jr., is preparing plans for an apartment-house eight stories high for Christian Heurich; structure to be of brick and iron, completely fireproof, Turkish and Russian bath equipments, bowling alleys, hall, etc., and will cost about \$250,000.

Washington, D. C.—Dwellings, etc.—Wm. I. McClure will erect twenty-six dwellings, after plans by N. T. Haller, to cost \$117,000; the structures each to have eight rooms and bath, two stories, heating furnace, etc. Wm. I. McClure will erect a three-story residence, to have cabinet mantels, tile bathrooms, electric fixtures, furnace heat, etc. R. W. Walker & Son will erect five houses, to have hot-water heat, to cost about \$25,000.

Wheeling, W. Va.—Hotel.—It is reported that F. Leiner will prepare plans for a hotel to be built, possibly by C. E. Van Keuren.

Winterville, N. C.—Church.—G. W. Parker has contract to build a church for the Missionary Baptists.

#### RAILROAD CONSTRUCTION.

##### Railways.

Annapolis, Md.—The Washington, Annapolis & Chesapeake Railroad Co. has been incorporated by George S. Chase, Edward H. Way and others to build a line from Washington to Annapolis; also to a point on Chesapeake bay in Calvert county.

Baltimore, Md.—Residents of several towns in Baltimore county are negotiating with the Consolidated Railroad Co. for an extension of its trolley system from Towson to Lutherville and Timonium. Nelson Perl is president of the company.

Baltimore, Md.—Surveys have been completed for the branch of the Western Maryland Railroad to Altenwald. It will be about fifteen miles in length, according to the corrected survey. John M. Hood, at Baltimore, is president of the company.

Bentonville, Ark.—Edwin Massa and others, of St. Louis, Mo., have made a proposition to the business men to build a railroad from Bentonville to a connection with the Kansas City, Pittsburg & Gulf Railroad, to be twenty-nine miles in length. It is understood that the promoters represent the Gulf, Arkansas & Northwestern Railroad Co., recently incorporated by J. M. Bohart and others, of Bentonville.

Castle Ferry, Va.—A number of residents of Hanover county are agitating a railroad line from Castle Ferry, on the Pamunke river, to Richmond. Among those interested are John H. Tomlin and George W. Pollard.

Claxton, Ga.—It is reported that the business men of the town are promoting a railroad between Claxton and Glenville.

Dover, N. C.—The Goldsboro Lumber Co., which is constructing the Dover & Southbound Railroad, advises the Manufacturers' Record that about one-half of this line is completed. It is to be about forty miles long in all.

El Paso, Texas.—It is reported that the New Mexico Coal & Railroad Co. has begun laying track on the El Paso & Northeastern Railroad and that this work has been completed to the New Mexico line. George S. Good & Co. (temporary address El Paso, Texas), are contractors.

Elrod, N. C.—The branch of the Atlantic Coast Line between Elrod and Ashpole has been completed eleven miles. It is understood that it is to be extended to Hub, N. C., eleven miles further. John R. Kenly, at Wilmington, N. C., is general manager.

Fitzgerald, Ga.—The Dooly Southern Railroad Co. is considering an extension of its line a distance of eighteen miles to Fitzgerald. This road is controlled by the Parrott Lumber Co., of Atlanta.

Fort Worth, Texas.—Surveys have commenced on the proposed railroad from Fort Worth to Throckmorton, Texas, which is being promoted by the Fort Worth & Northwestern Railroad Co. Hon. B. B. Paddock, of Fort Worth, is one of the directors of the company.

Jacksboro, Texas.—It is stated that the extension of the Chicago, Rock Island & Texas Railroad from Bridgeport to Jacksboro, a distance of twenty miles, has been arranged. R. R. Cable, president, may be addressed at Chicago, Ill.

Mobile, Ala.—The Mobile & Ohio Railroad Co., it is reported, has begun work on a railroad in the suburbs to be eight miles in length. It is intended as a belt line. J. G. Mann, at Mobile, is general manager of the company.

Monterey, Tenn.—It is again reported that the Nashville & Knoxville Railroad Co. is to build its line between Monterey, its present terminus, and Glen Mary, forty miles distant, to connect with the Cincinnati Southern. A. J. Crawford, at Terre Haute, Ind., is president of the company.

Natchez, Miss.—The surveys for the Natchez & Gulfport Railroad, which is to be an extension of the Gulf & Ship Island from Hattiesburg, Miss., to Natchez, have been completed. The entire line will be 240 miles in length. Charles Babbitt is chief engineer.

Natchez, Miss.—It is stated that a company is being formed to build a railroad line from Natchez to Southwest Pass, on the Gulf of Mexico, in Louisiana, passing through Crowley and Opelousas, La. The total length of the line is estimated at 176 miles. Among those interested is Thomas H. Lewis, of Opelousas.

Norfolk, Va.—It is reported that the Chesapeake & Ohio Railroad Co. is to take possession of the property along the Norfolk water front, which it owns, and intends constructing terminals during the present year. It is also reported that this company may purchase the Norfolk, Willoughby Spit & Old Point Railroad, and utilize it for an entrance into Norfolk. Decatur Axtell, at Richmond, Va., is vice-president.

Norfolk, Va.—It is stated that H. L. Page and others contemplate constructing another electric line to Ocean View which will be about seven miles long.

Norfolk, Va.—The Chesapeake Transit Co. has been formed by W. H. Ashton, Marion Hardy and others to build a railroad through Norfolk county from Chesapeake bay to the seacoast.

Obion, Tenn.—W. B. Southgate, engineer of the proposed railroad between Obion and Tiptonville, states that it will be an electric line twenty-five miles long. Surveys are now being made. About eight miles will be built on pile trestle work, as the road will cross a lake. W. M. Wilson, of Obion, is president of the company, and J. H. McDowell, of Union City, Tenn., is treasurer.

Petersburg, Va.—It is stated that a contract has been signed with the Colonial Construction Co. to build the railroad between Petersburg and Ridgeway, N. C., on the Seaboard Air Line, which is being promoted by the Richmond, Petersburg & Carolina Railroad Co., of which De Witt Smith, of 50 Broadway, New York, is president.

Pineblum, Ga.—The Pineblum, Fitzgerald & Valdosta Railroad has been completed a distance of fifty-nine miles, and is being extended to Valdosta, Ga. The Gray Lumber Co., at Pineblum, is one of the principal promoters of the enterprise.

Portsmouth, Va.—Work has commenced upon the railroad line of the Portsmouth, Pig Point & Newport News Company between Portsmouth and Pig Point. Henry Hinn, of Portsmouth, is president of the company.

Raleigh, N. C.—The railroad proposed between Raleigh and Lillington in Harnett county is to be known as the Cape Fear & Northern Railway. It will connect with the Cape Fear & Yadkin Valley Railroad and will run by the way of Holly Springs, N. C. G. Benton Alford, of Holly Springs, is one of the promoters. [This is a separate road from the one being promoted by John A. Mills and others, of Raleigh, in the same direction.—Ed.]

Raleigh, N. C.—The railroad being promoted by John A. Mills has been chartered under the title of the Raleigh & Cape Fear Railway. Among those interested are W. J. Upchurch, as well as Mr. Mills, of Raleigh, and T. B. Upchurch, of Carthage, N. C. The estimated distance is thirty-five miles, and it is stated that sixteen miles are to be built at once. The company is capitalized at \$200,000, and it is reported that the Southern Railway Co. will take its proposed bond issue.

Richmond, Va.—The Virginia Central Railroad Co. has been formed by Henry Fairfax, John F. Ryan, George W. Settle and others to build a railroad from a point on the Potomac river through Rappahannock, Culpeper and Page counties.

Rosenburg, Texas.—Noah Allen, of Galveston; W. N. Worthington, of Rosenberg, and others are forming a railroad company to build the proposed railroad from Rosenberg to Damon Mound, a distance of twenty miles. The company is termed the Rosenberg, Damon Mound & Gulf Railroad Co.

Valdosta, Ga.—The Valdosta & Albany



Railroad Co. has been chartered to build a line between the points named, a distance of eighty miles. The route is by way of Moultrie, Ga.

Washington, D. C.—A bill is pending in the Maryland legislature to incorporate the National Park, Silver Springs & Hyattsville Railroad Co., which proposes constructing a line from a point on Rock creek, in Montgomery county, to Hyattsville, Md., and possibly branch lines. Among those interested are J. H. Ruston, Washington Loan & Trust Building, Washington, D. C., and Richard Martin, Jr., of Baltimore.

Washington, D. C.—A bill is pending in Congress to incorporate the Washington Terminal Co. for the purpose of constructing the proposed union station and providing terminal tracks for the railroads entering the city from the South. Frank S. Gannon, vice-president Southern Railway Co., may be addressed.

#### Street Railways.

Baltimore, Md.—The City Passenger Railway Co. has begun the work of changing its Gay-street and Madison-avenue divisions for the use of electric motors. It is reported that the company will build an extension of about four miles to Roland Park in the suburbs. Walter S. Franklin is president of the company.

Charlotte, N. C.—The Charlotte Railroad Co. has secured permission from the city to extend its trolley line. E. D. Latta is president of the company.

St. Louis, Mo.—A charter has been granted the North & South Street Railroad Co., of which John H. Blessing is president.

St. Louis, Mo.—The Broadway Cable Line is to be rebuilt for the use of electric motors. Robert McCulloch is general manager of the company.

#### Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

Barrel Machinery.—See "Woodworking Machinery."

Boiler and Engine.—See "Hoisting Apparatus."

Boiler and Engine.—The Wehadkee Cotton Mills, Rock Mills, Ala., asks bids on boiler and engine to furnish 125 to 150 horsepower; not decided whether will buy new or second-hand machinery. Address F. P. Randle, secretary.

Boiler, Pump, etc.—The city of Hallettsville, Texas, will receive bids until March 10 for the furnishing of a 70-horse-power tubular boiler, hot-water pump, steam fittings, etc. Full specifications furnished on receipt of \$1. Address W. A. Main, secretary.

Boilers.—Marbury Lumber Co., Bozeman, Ala., is in the market for two steel tubular boilers, sixteen feet long, of standard circumference.

Boilers and Engine.—The University of Tennessee, Knoxville, Tenn., will want boilers, engine, foundry equipment, etc.; Chas. W. Dabney, president.

Boilers and Engine.—Hill, Jones & Co., Roanoke, Ala., are in the market for a 150-horse-power Corliss engine and boilers; second-hand machinery will do.

Boilers and Engines.—George R. Dunn, Wytheville, Va., wants good steam pump, with engine and boiler; also 20-horse-power boiler and 20-horse-power engine in connection with washing plant; second-hand will do.

Building Material.—Charles McKnight, Cairo, W. Va., will receive bids for lumber and other building materials for three-story 50-room hotel.

Canal Construction.—Lichtenstein & Hechinger, 843 Union street, New Orleans, La., want bids for building canal, including excavation of 200,000 cubic yards. Levels and other information furnished on application.

Compressed-air Machinery.—See "Hydraulic Machinery."

Cooking Apparatus.—J. J. Lafferty, Richmond, Va., wants full description and prices on cooking range, with water-back, etc.

Cotton-mill Machinery.—Brooks Manufacturing Co., Greens, S. C., wants prices on batting machinery.

Distillery.—R. L. Pilcher, Dothan, Ala., is in the market for a grain distillery.

Dry-kilns.—See "Woodworking Machinery."

Dry-kiln Trucks.—See "Trucks."

Electrical-heating Equipment.—The Piedmont Clothing Manufacturing Co., Paul Chatham, secretary, 403 South Tryon street, Charlotte, N. C., wants information of tailors' irons (sixteen to twenty-four pounds), with attachment for heating by electricity; also wants cloth cutter, operated by electricity.

Electric-light Plant.—See "Water-works and Light Plant."

Electric-light Plant.—The Peninsular Electric Light & Power Co. will want bids on erection of electric plant, including 100-horse-power engine and boiler, wire, electrical machinery, etc. Address company, care of B. C. Abernathy, Orlando, Fla.

Elevator.—The Kansas City, Pittsburg & Gulf Railway, Robert Gillham, manager, Kansas City, Mo., is now receiving bids for the construction of a 600,000-bushel grain elevator.

Engines.—See "Hoisting Apparatus."

Exhaust Fans.—Collins Co., Pennsboro, W. Va., is in the market for 48-inch exhaust fan.

Foundry Equipment.—The University of Tennessee will want foundry equipment; Chas. W. Dabney, president, Knoxville, Tenn.

Furniture for Courthouse.—Building committee of new courthouse, Anderson, S. C., will open bids March 15 for supplying seats, office furniture, judge's stand, vault fixtures, etc. Address W. P. Snellgrove and J. D. Maxwell.

Gas Plant.—The Charlotte Electric Railway, Light & Power Co., Charlotte, N. C., invites bids on the construction of a gas-holder (telescope) with capacity of 100,000 feet. Address E. D. Latta, president.

Heating Apparatus.—The University of Tennessee, Knoxville, Tenn., is putting in a great deal of steam-heating apparatus this summer; Chas. W. Dabney, president.

Hoisting Apparatus.—The Dessau Co., 37 Maiden Lane, New York city, wants to buy a Winze hoist, size 4x6, double engines; also hoisting engine, 8x10, double engines.

Hoisting Apparatus.—See "Quarrying Machinery."

Hoisting Apparatus.—Virginia Soapstone Co., Schuyler, Va., wants to buy second-hand derrick irons, capacity ten to fifteen tons, and a 40-horse-power horizontal boiler in good order; also hoisting engine, 12-ton capacity, on single line.

Hydraulic Machinery.—Mrs. E. O. Lee, Covington, Ga., wants to buy, if possible, a "jet" operated by compressed air to raise water, just as is done by steam.

Lime-kilns.—J. H. Reeves, Eufrasia, Ala., wants to correspond with constructors of lime-kilns.

Lock, etc.—James B. Quinn, major engineers, New Orleans, La., will open proposals April 15 for improving Bayou Plaquemine.

Lumber-mill Equipment.—Wilhelm & Blount, Denand, Fla., want tram engine and three pairs of trucks, shingle machines, etc.; second-hand will do.

Machine Tools.—See "Foundry Equipment."

Manifolding Apparatus.—W. O. Williams, Blue Ridge Springs, Va., wants prices on outfit for manifold copying.

Mining Equipment.—George R. Dunn, Wytheville, Va., wants to buy ore-washing plant, about 25-horse-power boiler and 20-horse-power engine, to be used in pumping water and running the Buddie; also wants steam pump, with engine and boiler; second-hand machinery will do.

Oil Machinery.—W. O. Williams, Blue Ridge Springs, Va., wants information regarding the manufacture of sassafras oil, estimates on machinery for the purpose, etc.

Paper-weights.—Wanted—Glass paper-weights for advertising purposes. Address P. O. Box 404, Atlanta, Ga.

Piping.—Blue Ridge Cement and Lime Works, Blue Ridge Springs, Va., wants to buy 300 to 500 feet of one and one-quarter or one and one-half-inch iron pipe; second-hand will do. Give full particulars.

Quarrying Machinery.—Jackson Meshler Mining Co., 40½ Whitehall street, Atlanta, Ga., wants to buy machinery for manufac-

turing slate, to include saws, planers, lathes, steam motor, cables, hoists, drills, etc.; company also wants to obtain information regarding the painting and firing of slate to give it the appearance of marble.

Railway Equipment.—Carolina & North-western Railroad, L. T. Nichols, superintendent, Chester, S. C., is in the market for second-hand vacuum-brake equipment.

Railway Equipment.—See "Lumber-mill Equipment."

Railway Equipment.—George R. Dunn, Wytheville, Va., wants second-hand T-rails, twelve to sixteen pounds.

River Improvements.—James B. Quinn, major engineers, New Orleans, La., will open proposals March 18 for improving Calcasieu river and pass.

Road Construction.—The commissioners of Pike county, Tennessee, will advertise for bids on the construction of twenty-one miles of turnpike road. Address C. W. Fox, Sevierville, Tenn.

Soapstone Slabs.—Z. & S., care Manufacturers' Record, want to buy soapstone slabs six feet by one foot six inches by one and one-quarter inches and smaller, or will buy blocks from which these sizes can be cut.

Sugar-mill Machinery.—Wanted—A second-hand five-foot by 30-inch three or six-roller mill, steam train of four clarifiers, two evaporators and one strike pan, two filter presses, two bagasse and two wood boilers, two centrifugals and mixer (for open kettle sugar), juice and syrup pumps and tanks. Address Sugar Mill, care of Manufacturers' Record.

Sugar Mills, etc.—Meigs Furniture Co., Meigs, Ga., wants to correspond with makers of syrup evaporators.

Syrup Evaporators.—See "Sugar Mills," etc.

Tailors' Irons.—See "Electrical-heating Equipment."

Telephone Equipment.—Mountain Telephone Co., John B. Hurts, manager, Harlan, Ky., wants bids on the construction complete of telephone system fourteen miles in length, except poles; three instruments will be used.

Telephone Equipment.—N. C. Watts, manager Citizens' Telephone & Telegraph Co., Newport News, Va., wants bids on poles, crossarms, Nos. 12 and 14 steel wire, gauge, etc.

Trucks.—Collins Co., Pennsboro, W. Va., is in the market for dry-kiln trucks and floor trucks.

Water Supply.—See "Well-drilling."

Water-works and Light Plant.—Sealed bids will be opened March 28 for construction of water-works and light plant for town of Holly Springs, Miss.; plant to include tower, tank and structural steel, two horizontal tubular boilers and heater, deep-well lift, compound duplex pump, compound high-speed or simple four-valve steam engine, 60-kilowatt alternator and station equipment, about 570 tons four to ten-inch cast-iron pipe and specials, hydrants and valves, brick central station, receiving basin and foundation, boiler setting, installing steam machinery, electrical construction, etc. For blank forms and specifications address Sam Finley, mayor.

Water-works Machinery.—See "Boiler, Pump, etc."

Well-drilling.—The city of Bristol, Va., will receive bids during the next thirty days for sinking an artesian well; 10-inch pipe; must have capacity of 225,000 gallons daily. Address N. G. Peters, water commissioner.

Woodworking Machinery.—J. A. Ellis, Forest Hill, W. Va., is in the market for a planer, matcher and molder.

Woodworking Machinery.—J. H. Reeves, Eufrasia, Ala., wants to correspond with makers of machinery for manufacturing barrels.

Woodworking Machinery.—D. P. Averitt, Statesboro, Ga., wants process on two-splend upright shapers, circular resawing machines, dry-kilns and machinery for small sash, door and blind factory.

Woodworking Machinery.—Wilhelm & Blount, Denand, Fla., want shingle machines, second-hand.

Woodworking Machinery.—Shirey & Butler, Warren, Ark., want prices and catalogues on box machinery.

Woodworking Machinery.—J. R. Tubb, Sparta, Tenn., wants a good second-hand Egan spoke lathe in good condition.

Tanneries Manager.—J. F. Randenbush, resident manager of New River Tannery, Carlsburg, Va., has moved to Salem, Va., and has been employed as general manager of the New River and Salem Tanneries, owned by Messrs. Lease & McVity.

#### TRADE NOTES.

Twist Drill.—A souvenir of the Morse Twist Drill & Machine Co., of New Bedford, Mass., comes in the shape of a miniature drill, nicked, and equipped to be worn as a watch-chain.

Extract Shipment.—The Tanners & Dyers' Extract Co., of Charleston, W. Va., recently shipped to Chicago five carloads of extract. This is the largest order filled by this concern since it was established in 1892.

To Steam Users.—Mr. R. S. Hale has been appointed consulting engineer of the Mutual Boiler Insurance Co., of Boston, Mass. His services are available by members of the company to advise on the conditions of steam plants, etc.

Ice-machinery Contracts.—Contracts closed lately by the Fred W. Wolf Co., of Chicago, Ill., include one for a 25-ton condenser at Anniston, Ala.; direct-expansion piping at Macon, Ga.; 50-ton ammonia condenser at Nashville, Tenn.; five-ton ice plant at Paris, Tenn., and seven-ton plant at Brookhaven, Miss.

Machine Tools.—The Davis & Egan Machine Tool Co., of Cincinnati, Ohio, has received through the office at Berlin, Germany, orders for a number of screw machines, lathes, drill presses and shapers from the Electricitäts Gesellschaft Helios, of Cologne, and Schuckert & Co., of Nuremberg. Both of these concerns are large builders of electrical equipments.

Attention, Manufacturers!—A complete factory building, located in the Piedmont section of Western North Carolina, is now offered for sale. The main building is 100x50 feet in dimension, five stories high, steam elevator installed, while good power, abundance of cheap labor, water, electric lights and railroad facilities are at hand. This is an excellent opportunity for the establishment of a yarn mill, knitting mill, shoe factory or other plant. For information address "Plant," care of Manufacturers' Record.

Door and Transom Fastener.—A patent for a useful door and transom fastener has been issued to Mr. H. C. Chaplin, of Charlottesville, Va. The fastener acts as an ordinary bolt, and by a slight movement the door can be opened about five inches for conversation, reception of packages, or be left open for ventilation, if desired, as it is impossible for a person to open the door beyond the limit. The door can be opened, however, from the inside by closing it, and from the outside by opening the lock with key.

Superior Coke and Coal.—The continued favor with which the coal and coke of the Standard Coal Co. is received is a strong testimony to the superior qualities of the product offered for sale by that concern. The Standard Coal Co. is of Brookwood, Ala., and produces a grade of foundry coke that is not excelled, and its celebrated "Milled Seam" of coal is well known for its steaming merits, being used exclusively on the warships Pensacola and Mobile. Correspondence from foundries, factories and other users of steam is invited.

New Pump Works.—An entirely new plant will be erected by the Epping-Carpenter Co., of Pittsburg, Pa., manufacturers of steam pumps. The plant will include machine shop 100x200 feet, brass foundry, pipe shop, etc., and will be completed within six months. Meanwhile the present works will be able to supply the demand for steam pumps, anti-friction metals ("Bismarck," "Thistle" and "Shamrock" being special brands) and other brass castings and steam fittings. The company will add a large line of machinery for the manufacture of all pumps called for, continuing to make a specialty of the "Epping."

National Association of Manufacturers in "The Bourse."—The National Association of Manufacturers has completed arrangements to locate its headquarters in the Bourse, Philadelphia. This extensive trade organization has secured ample apartments in the southeast corner room of the building, and will be fully equipped for the transaction of its business. The headquarters will be offered as a rendezvous for manufacturers of Philadelphia and vicinity; also a rendezvous for manufacturers from other cities desiring to transact business with local men. Mr. E. H. Sanborn, chief of the "Department of Publicity," will be in charge of the apartments.

Reference-card System.—The Library Bureau, owner of the perfected reference-card system, which is in use in many of the leading business offices in the country, has

removed from its former location, 146 Franklin street, to new and commodious fireproof building, corner Congress street and Atlantic avenue, Boston, Mass. Here, under one roof, the Bureau has home, offices and salesroom, card manufacturing and printing plant, and with the exception of its card-case factory in Boston and its main wood manufacturing plant in Chicago, all the general administration and manufacturing will be attended to from Boston.

**Steam-towing Machines.**—The attention of those interested in towing is called to the advantages of the Shaw and Spiegle patent steam towing machines, manufactured by the American Ship Windlass Co., of Providence, R. I., Frank S. Manton, agent. The many superior features of these towing machines are well attested by the reports on them coming from users, their constantly increasing sale and the recommendations of the prominent firms of the maritime world. The sale of these devices is widespread, extending all over the world, only last week an order having been received for a steam-towing machine to go to Esquimaux, British Columbia.

**Boiler Works.**—The Hartley Boiler Works, of Montgomery, Ala., J. H. Hartley, proprietor, has recently moved to new quarters located on the line of the Louisville & Nashville Railroad. This new plant is fitted up with all new and up-to-date machine tools, traveling cranes, etc. Mr. Hartley is well known in the South, having been in the boiler business in Montgomery since 1875, and has constructed machinery for all parts of the Southern country. He has just completed twenty-five large storage tanks for oil for the Southern Cotton Oil Co., at Savannah, the largest being 40-foot diameter, all having upwards of 500,000 pounds of steel in their construction.

**"Phoenix" Fire Hose.**—The chief of the Memphis (Tenn.) fire department, referring in a letter to the "Phoenix" brand of 2½-inch five-ply carbolized rubber fire hose, says: "This hose \* \* \* when full of water will lay perfectly straight and will not stretch or twist in any way, thus preventing friction and giving a greater discharge of water than could be obtained with a four-ply hose. It is very pliable and will reel closer than the hose made with heavier duck." This is a high compliment to the "Phoenix" hose, which is manufactured by the Boston Belting Co., of Boston, Mass. This hose is treated with a carbolized acid process to prevent mildew or rot, and the cotton duck used in it is closely woven and of special weight.

### TRADE LITERATURE.

**Stone-planing Machines.**—A pamphlet just issued by the Lincoln Iron Works, of Rutland, Vt., is devoted to a lucid explanation, with illustrations, of the stone planers built by the company. This company has expended much time and labor in the development of the practical machines which it has produced.

**Catalogue of Hardware.**—A general line of hardware, including many specialties, house-furnishing goods and toys, is described and illustrated in the new catalogue of the Wrightsville Hardware Co., of Wrightsville, Pa. The line of goods is thorough and complete, and the facilities for producing them are of the very highest grade, and are not excelled by many plants in the country.

**Lumber-plant Specialties.**—A perusal of the catalogue of the Jeffrey Manufacturing Co., of Columbus, Ohio, shows a complete line of specialties for handling logs, lumber, refuse, shavings, sawdust, slabs and general offal. The Jeffrey chains and steel cables and other machinery are too well known with favor to the trade to need recommendation here. Lumber millers should have a copy of this latest price-list.

**Portland Cement.**—The growth of the use of Portland cement in the building trade of recent years has been much marked by those interested. The many superior qualities of this cement for the purposes for which it is utilized are generally recognized by builders everywhere. Of the firms manufacturing this material, one of the most prominent is the Glens Falls (N. Y.) Portland Cement Co. The company's brochure, now ready, contains some remarks about Portland cement by W. W. MacLay, C. E., together with a description of the plant and product of this company. Sole agents for the Glens Falls Portland cement is the Commercial Wood & Cement Co., of Philadelphia and New York, where communications can be addressed.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for the following page.

### Louisville & Nashville Bonds Sold.

The financial condition of the Louisville & Nashville Railroad Co. is indicated by the announcement that it has succeeded in selling an issue of \$12,500,000 in 4 per cent. bonds, a portion of which will be used to refund an outstanding issue of 7 per cent. bonds amounting to \$7,070,000 due in April next. It is stated that the arrangement was made by August Belmont, chairman of the board of directors of the railroad company. The purchasers are Messrs. Vermilye & Co., the prominent investment dealers of New York and London.

The Manufacturers' Record has several times within the past year referred to the increasing earnings of the Louisville & Nashville and to the excellent report of the last half of 1897, in spite of the extraordinary reduction in business enforced by quarantine restrictions in the South. For January there is an increase over the same month in 1897 of \$170,079; 1896, \$84,058; 1895, \$170,494; 1894, \$117,986. For the fourth week of January there was an increase over 1897, '96, '95 and '94 of \$78,709, \$3168, \$4654, \$40,881, and a decrease from 1893 to \$48,384. From July 1 to January 31 there is an increase over every year except 1892-93.

Since the Louisville & Nashville began publishing a detailed annual report several years ago, investors, both American and foreign, have obtained an insight to the great earning power of the company, and incidentally their attention has been called to resources of the South, of which it is one of the great trunk lines. It has also secured a very large part of the export business hauled to Southern ports, which is another reason for its prosperity. The transaction referred to, it is calculated, will save the company in interest charges \$212,000 annually, or nearly \$20,000 per month.

### Of Interest to Investors.

The issue of \$2,720,000 in 5 per cent. bonds of the Charleston & Western Carolina Railroad Co., which is offered to investors by the Maryland Trust Co. of Baltimore, has aroused much interest on account of the exceptional value of these securities. The railroad in question extends through one of the most prosperous sections of the South. It is 340 miles in length, and the bond issue is at the low rate of \$8000 per mile. The earning capacity of the road is indicated by the report for the last half of 1897, which showed net earnings of \$141,013. As the interest on the bond issue is but \$136,000, it will be seen that the net earnings for the six months were more than the interest for one year. The Charleston & Western Carolina is now a branch of the Atlantic Coast Line, one of the principal railroad companies of the country. Subscriptions to these bonds will be open at the office of the Maryland Trust Co. at 10 A. M. February 23, and will be closed at 3 P. M. on the following day. The issue is offered at 103½ and interest. Already over \$1,000,000 of the issue has been placed in Baltimore and New York.

### Richmond Trust Company Formed.

The Richmond Trust & Safe Deposit Co. has been formed at Richmond, Va., with a minimum capital of \$300,000.

Among those interested are John Skelton Williams, of the banking firm of John L. Williams & Sons; President Robert C. Davidson, of the Baltimore Trust & Guarantee Co.; J. William Middendorf, a well-known banker of Baltimore; Hon. Joseph E. Willard, of Fairfax, Va.; Hon. W. Josiah Leake, James W. Allison, N. W. Bowe, John W. Rother, William R. Trigg, Hon. William Wirt Henry, Henry L. Cabell, Frank A. Davenport, F. W. Scott, W. M. Habblston and James Lewis Anderson, of Richmond, and William F. Cochran, of New York. Mr. Cochran is a director in the Western Union Telegraph Co., and also in the Georgia & Alabama Railway.

The incorporators are all prominent financiers and business men, and the company promises to become one of the leading financial institutions of the South.

### Increasing Its Business.

The last report of the United States Fidelity & Guaranty Co. of Baltimore shows the largely increasing business of this corporation and its remarkable success in its particular field. Its total assets are \$890,506, of which nearly \$412,000 is under the item of cash in the company's office and in bank. Its surplus as regards policy-holders is \$813,037, or \$8000 more than its entire paid-up capital. Its surplus as regards stockholders is \$623,000, and its total income \$160,000. During the year 1897 the company wrote policies in Maryland alone amounting to \$5,736,000, and received premiums during the same period aggregating \$23,000, while the total amount of its losses paid in the State during the year was but \$389.75.

### A Successful Corporation.

The Maryland Trust Co. of Baltimore has moved into its offices in the Farmers and Planters' National Bank Building on South street, and is now in possession of commodious and elegant apartments which are in keeping with its position as a financial corporation and the progress which it has made. This company located in its present quarters when first organized, but for several months has been occupying temporary offices while the bank building was being practically rebuilt, and is now in its old home again. The experience and ability of its officers and board of directors have given it a place in the front rank of the financial institutions of the country. It has been especially prominent in carrying out enterprises which have been of the greatest importance to the South and has proved a prominent factor in Southern development.

### New Corporations.

The Westminster Deposit & Trust Co. has been organized to do business at Westminster, Md.

J. H. Blackburn, of Dry Ridge, Ky., is organizing a bank with \$15,000 capital at Dover, in the same State.

Julius A. Horne, L. C. Hall and others have organized the Merchants and Farmers' Bank at Milledgeville, Ga., with \$40,000 capital.

The Columbus Building Association has been formed at Baltimore, with \$650,000, with Henry C. Bean, Frank W. Cole and others.

James M. Easter, E. W. Adams and others have organized the Central States Banking & Trust Co., with \$50,000 capital. Its offices are to be in Baltimore.

William Heyser, Frank Popplein, Geo. A. Blake and others have organized the Chesapeake Trust & Deposit Co., to do business at Baltimore, with \$500,000 capital.

A. E. Potter, of Abbeville, Ga., it is re-

ported, will open a bank at Sheffield, Ala. J. H. Haywood, Philip Brown and others have formed the Columbia Investment Association at Newport News, Va., with \$5000 capital.

The Maryland Casualty Co., recently incorporated, has elected the following directors: Wilmer Brinton, Alexander Brown, Henry J. Bowdoin, Daniel E. Conklin, William T. Donnelly, Emmanuel Greenbaum, Jackson C. Gott, Lloyd L. Jackson, J. W. Middendorf, Seymour Mandelbaum, Aubrey Pearre and John T. Stone. The company has a capital stock of \$250,000, divided into 10,000 shares of \$25 each. It will transact an insurance and surety business.

### New Securities.

The city of Augusta, Ga., has recently sold \$28,000 worth of 3½ per cent. bonds at par.

The city of Gadsden, Ala., has decided to sell \$5000 worth of bonds immediately. Mayor Elliott may be addressed.

The Mercantile Trust & Deposit Co. of Baltimore has asked the legislature for permission to increase its capital from \$1,000,000 to \$5,000,000.

The city of Annapolis, Md., is considering an issue of 4 per cent. bonds to purchase stock of the Annapolis Water Co. Elihu Riley will give further information.

Rudolph Kleybolt & Co., of Cincinnati, O., have purchased an issue of \$15,000 bonds by Sevier county, Tennessee. The bonds bear 5 per cent. interest and sold at \$135 premium.

Hon. Patrick Walsh, mayor, may be addressed relative to the proposed issue of \$100,000 in bonds of Augusta, Ga., made to retire a similar amount due on March 1. They will bear 4 per cent. interest.

The Knoxville Light & Power Co., of Knoxville, Tenn., has decided to issue \$100,000 worth of 5 per cent. bonds for refunding purposes and improvements. The Union Trust Co. of Philadelphia is trustee.

It is announced that Messrs. H. B. Hollins & Co., of New York, have placed on sale \$1,000,000 of 5 per cent. bonds of the Baltimore, Chesapeake & Atlantic Railway Co. The entire issue amounts to \$1,250,000.

The Mercantile Trust & Deposit Co. of Baltimore has been appointed trustee of the issue of bonds of the Norfolk Street Railway Co., which amounts to \$900,000 and bears 5 per cent. interest. These bonds, which have been offered for sale by the Mercantile, also the Baltimore Trust & Guarantee Co., have found ready purchasers in Baltimore, which is an indication of the appreciation of investors of first-class securities.

A correspondent of the Manufacturers' Record states that the city of Seguin, Texas, is considering a plan to purchase the plant of the Seguin Water & Ice Co. by issuing bonds to the amount of \$15,000 and assuming the bonded debt of the company, amounting to \$36,000. It is calculated that the revenue at present from the water works amounts to 5 per cent. interest on \$115,000. The property is valued at \$51,345. F. G. Weinert is chairman of the city council committee investigating the matter.

### Dividends and Interest.

The Baltimore Fire Insurance Co. has declared a dividend of seventy-five cents per share.

The Kentucky Wagon Co., of Louisville, Ky., has declared a quarterly dividend of 1¼ per cent.

The Cannon Manufacturing Co., of Concord, N. C., has declared a semi-annual dividend of 4 per cent.



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The Wilmington Cotton Mills Co., of Wilmington, N. C., has declared a quarterly dividend of 1 per cent.

The Cannon Cotton Manufacturing Co., of Concord, N. C., has declared a semi-annual dividend of 4 per cent.

## TRADE LITERATURE.

Elevating and Conveying Specialties.—Illustrated catalogue and price-list No. 22 of "Salem" elevator buckets and other conveying and elevating specialties has just been issued by the W. J. Clark Co., of Salem, O. The company's line also includes general plate and sheet-metal work, "Quick as Wink" hose couplings, etc. Catalogue No. 22, catalogue of "Tote" boxes and plate-metal work generally, or of hose couplings sent free on application.

"Triumph" Ice Machines.—"Triumph" ice machines are widely and favorably known in this country. They are built by the Triumph Ice Machine Co., of Cincinnati, O.,

J. WM. MIDDENDORF.

Members Baltimore Stock Exchange.

WM. B. OLIVER.

MIDDENDORF, OLIVER & CO.  
BANKERS AND BROKERS.No. 213 E. German Street, [KEYER BUILDING.] Baltimore, Md.  
Stocks and Bonds Bought and Sold on Commission. Special attention given to Municipal and other Investment Loans. Dealers in Foreign Exchange. Drafts on Europe and Letters of Credit furnished.

## SPERRY, JONES &amp; CO.

DEALERS IN Southern Investment Securities,

410, 412, 414 Equitable Building, Baltimore, Md.

OUR FACILITIES ARE UNEXCELLED.

## LIFE INSURANCE POLICIES

BOUGHT AT INVESTMENT PRICES.

WRITE ME FOR QUOTATIONS.

If you have a large line of Life Insurance to place, I can make it worth your while to communicate with me.

E. A. COWLEY, No. 712 MERCHANTS NATIONAL BANK, BALTIMORE, MD.

and a complete descriptive illustrated catalogue concerning them has been issued. The company's claims for superiority for its machines are based on simplicity, durability and efficiency, and the favor with which they have been received by the public during the past four years bears out these claims to a considerable extent.

We offer \$2,720,000

First Mortgage 5 Per Cent.

Gold Bonds

OF THE

Charleston & Western Carolina  
Railway Company.

Principal due October 1, 1916

Interest, April and October.

Central Trust Company of New York, Trustee.

These are Coupon Bonds of \$1000 each, with privilege of registration, and are secured by a first mortgage, limited to \$8000 per mile of main track, upon the line of railroad from Port Royal, South Carolina, to Augusta, Georgia, and thence to Anderson, Greenville and Spartanburg, in South Carolina, a distance of three hundred and forty (340) miles, together with all extensions, branches and railroads hereafter constructed, purchased or owned, and all equipment, appurtenances, leaseholds, income and franchises now owned or hereafter acquired.

Gross earnings for year ending Sept. 30, 1897.....\$830,794.77  
Operating Expenses and Taxes.....594,769.14

Net Earnings.....\$236,025.63  
Interest on these Bonds.....136,000.00

Surplus.....\$100,025.63

The increase in gross earnings compared with the previous year \$103,735.99.  
For six months, July 1, 1897, to December 31, 1897:

Gross Earnings.....\$428,449.87  
Operating Expenses and Taxes.....287,437.10

Net Earnings for Six Months.....\$141,012.77

being more than the interest for the whole year.

We have had our own engineer examine the Road, and his report shows that it is in excellent physical condition.

We also have a very full and satisfactory statement from the late Vice-President, Mr. W. A. C. Ewen, who has had charge of the Road since its organization in October, 1896, until recently, both of which, as well as copies of the mortgage, we shall be pleased to show to any one desiring to invest.

The Atlantic Coast Line has acquired possession of this Road by purchase of all the Capital Stock, \$1,200,000, and has taken charge of its operation, having removed the offices to Wilmington, N. C., where its own general offices are located.

The financial standing and reputation of the Atlantic Coast Line are too high and well known to require comment, but the following table is interesting as showing the prices bid for the various issues of Bonds on the Roads owned and controlled by it, constituting this system. These are all bids, and it is to be noted that even at these prices no Bonds can be obtained:

Richmond & Petersburg.....6s	1915	115 bid.
Richmond & Petersburg.....7s	1915	120 "
Richm'd & Pet'sb'g Cons.....4½s	1940	100 "
Petersburg Railroad.....5s	1928	114 "
Petersburg Railroad.....6s	1926	118 "
Wilmington & Weldon.....5s	1935	118 "
Wilmington & Weldon.....4s	1944	107 "
W.L. Col. & Augusta.....6s	1910	119 "
Norfolk & Carolina.....5s	1939	109 "
Cheraw & Darlington.....5s	1930	106 "
Manchester & Augusta.....5s	1943	108 "

Subscriptions will be opened at the office of the Maryland Trust Company at 10 o'clock on the morning of February 23, and closed at 3 P. M. of the following day.

The right is reserved to reject applications, and to close the subscription prior to that time without notice.

New York deliveries will be made at the office of The State Trust Company.

Price 103½ and interest, subject to advance without notice.

MARYLAND TRUST COMPANY,  
Baltimore.

JOHN L. WILLIAMS & SONS,  
BANKERS,  
Dealers in RICHMOND, VA.  
Southern Investment Securities,  
MUNICIPAL BONDS A SPECIALTY  
Correspondence Invited.

THE FAYETTEVILLE WATER CO., of Fayetteville, Ark., will receive bids on Thirty Thousand First Mortgage Refunding Bonds to run eighteen years, to bear 5 per cent. interest, paid semi-annually, guaranteed by the city. Bids received until March 20, 1898. Address FAYETTEVILLE WATER CO., FAYETTEVILLE, ARK.

## TO CONTRACTORS.

If you have any municipal bonds or warrants, taken in payment for building waterworks, court or school houses, jails, etc., write us. Conditions being favorable, we can use them.

F. M. STAFFORD &amp; CO.

Dealers in Southern Municipal Securities,  
Chattanooga, Tenn.

Mercantile Trust & Deposit Co.  
OF BALTIMORE.

Paid-up Capital, \$1,000,000.  
Surplus, \$1,000,000.

DEPOSITS RECEIVED

On which interest is allowed, governed by current rates obtainable.

TRUSTEES AND ADMINISTRATORS.

This company is a Legal Depository for funds in the hands of Trustees or Administrators, and allows interest on same pending distribution.

Authorized to act as Executor, Administrator, Guardian, Receiver or Trustee.

ACTS as Trustee of Mortgages of Corporations and accepts Transfer Agency and Registry of Stocks.

Safe Deposit Boxes for Rent.  
Vaults supplied for Storage of Silver Chests, etc.

JOHN GILL, of R., President.

JOHN R. BLAND, President.  
ALEXANDER PAYSON KNAPP, Sec'y.

STATEMENT SHOWING THE CONDITION OF THE U. S. FIDELITY AND GUARANTY COMPANY OF BALTIMORE DECEMBER 31, 1897.

## ASSETS.

Value of real estate and ground rents owned by the Company, less amount of encumbrance thereon.....	\$33,390.91
Mortgage loans on real estate. Stocks and bonds absolutely owned by the Company (market value).....	384,612.50
Amount of all loans (except mortgages) secured by stocks, bonds and other securities hypothecated to the Company for cash actually loaned by the Company.....	25,900.00
Interest due and accrued on stocks, bonds and other securities.....	6,671.54
Cash in Company's principal office and belonging to the Company deposited in bank. Premiums due and in course of collection.....	411,806.35
	24,545.11
Total admitted assets.....	\$890,505.90

Assets Not Admitted.  
Securities deposited in various States for the protection of policy-holders in such States (market value).....\$49,107.50  
Furniture and fixtures.....4,815.00  
Bills receivable.....2,129.14  
\$56,051.64

## LIABILITIES.

Losses reported, adjusted and unpaid.....	\$91.78
Reserve as required by law.....	48,727.72
Cash deposited as security for risk.....	28,649.68
Total Liabilities.....	77,469.18
Surplus as regards policy-holders.....	\$813,036.72
Assets not admitted as above stated.....	56,051.64
Capital stock paid up.....	\$860,088.36
Surplus as regards stockholders.....	\$63,228.36
Total income.....	\$160,520.17
Total expenditures.....	74,285.76
Amount of policies in force in United States on 31st December, 1897.....	25,746,775.22
Amount of policies written in Maryland during the year 1897.....	5,736,313.02
Premiums received on Maryland business in 1897.....	22,619.14
Losses paid in Maryland during 1897.....	389.75
Losses incurred in Maryland during 1897.....	91.78

STATE OF MARYLAND,  
INSURANCE DEPARTMENT,  
COMMISSIONER'S OFFICE,  
Annapolis, January 31, 1898.

In compliance with the Code of Public General Laws, I hereby certify that the above is a true abstract from the statement of the U. S. FIDELITY AND GUARANTY INSURANCE COMPANY OF BALTIMORE to December 31, 1897, now on file in this Department.

F. ALBERT KURTZ,  
Insurance Commissioner.

MARYLAND TRUST CO.

Corner South and German Sts.

BALTIMORE.

CAPITAL, - \$1,000,000.

A LEGAL DEPOSITORY FOR COURT AND TRUST FUNDS.

Acts as Financial Agent for States, Cities, Towns, Railroads and other Corporations. Transacts a general trust business. Lends money on approved security. Allows interest on special deposits. Acts as Trustee under Mortgages, Assignments and Deeds of Trust; as Agent for the Transfer or Registration of Stocks and Bonds, and for the payment of coupons, interest and dividends.

J. WILLCOX BROWN, PRESIDENT.  
LLOYD L. JACKSON, FIRST VICE-PRES.  
HENRY J. BOWDOIN, SECOND VICE-PRES.  
J. BERNARD SCOTT, Secretary and Treasurer.

## DIRECTORS.

J. Willcox Brown, Leopold Strouse,  
Wm. A. Marburg, Henry Walters,  
Basil B. Gordon, H. A. Parr,  
Lloyd L. Jackson, B. N. Baker,  
Geo. A. von Lingen, Andrew D. Jones,  
H. J. Bowdoin, James Bond,  
Joshua Levering, Alexander Brown,  
Frank Brown, John A. Tompkins,  
W. B. Brooks, Jr., Clayton C. Hall,  
W. H. Baldwin, J. D. Baker,  
Fred'k W. Wood, Joseph E. Willard,  
F. M. Thieriot, John B. Garrett,

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Baltimore & Ohio R. R.	†	Disston, Henry, & Sons	†			Ober Lathe Co.	26	Stewart, Jas., & Co.	8
Baltimore Storage & Light Co.	31	Dixon, Jos., Crucible Co.	38	Jackson Mfg. Co.	23	Old, W. W.	20	Stiles, E. S., Press Co., The	8
Barber Asphalt Paving Co.	19	Dopp, H. Wm., & Son	30	Jauney & Steinmetz	19	Otto Gas Engine Works	*	Stillwell-Bierce & Smith-Vaile Co.	32, 33
Barnes, W. F., & John, Co.	8	Dow Wire Works Co.	24	Jeansville Iron Works Co.	32			Stow Flexible Shaft Co.	9
Barnett, G. & H., Co.	38	Draper Co.	28	Jeffrey Mfg. Co.	30	Pancoast, Henry B., & Co.	23	Struthers, Wells & Co.	15
Bates's, James, Sons	8	Draper Machine Tool Co.	12	Jenkins Bros.	38	Parkhurst Bros. & Co.	8	Stuebner, G. L., Iron Works	8
Bay Line	31	Dufur & Co.	24	Jewell Belting Co.	11	Paxson, J. W. Co.	25	Sturtevant, B. F., Co.	29, 38
Beach, H. L.	*	Dunbar, R., & Son	34			Peacock, George	22	Sturtevant Mill Co.	*
Beckley, A. J., & Co.	35	Dunning, W. D.	19			Pechin, T. E.	10	Sullivan Machinery Co.	35
Benjamin Iron & Steel Co.	23			Kansas City, Pittsburg & Gulf R. R.	31	Peck-Hammond Co.	30	Supervising Architect	19
Berryman, James	15	Easton Barnham Machine Co.	29	Keasley, G. T.	20	Penberthy Injector Co.	38		
Bertsch & Co.	24	Eccles, S., Jr.	22	Keeler, E., Co.	9	Pettee Machine Works	29	Taylor, A. W., Land & Lumber Co.	20
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Bird, Wm. M., & Co.	6	Ellis & Helfenberger	24	Kendrick Valve & Washer Co.	19	Phila. Steel Roofing Co.	23	Thompson, J., & Sons, Mfg. Co.	17
Birmingham Boiler Works	9	Empire Paint & Roofing Co.	*	Keystone Drop Forge Co.	8	Piqua Copying Machine Co.	31	Toledo Machine & Tool Co.	24
Blias Co., E. W.	21	Ennis, C. W.	19	Kiechler Mfg. Co.	†	Pittsburg Feed-Water Heater		Toomey, Frank	21
Block-Pollak Iron Co.	22	Epping-Carpenter Co.	13	Kilbourne & Jacobs Mfg. Co.	2	Engineering Co.	15	Tower & Wallace	6
Bloomer & Boschert Press Co.	19	Erikson, Edward E.	6	Kilburn, Lincoln & Co.	29	Pittsburg Locomotive Works	13	Trenton Iron Co.	30
Boston Belting Co.	11	Etting, Edward J.	21	Knox, Henry E., Jr.	6	Pittsburgh Plate Glass Co.	23	Trevor Mfg. Co.	26
Bowdon, R. E.	6	Eureka Fire Hose Co.	10			Plant	20	Triumph Electric Co.	37
Bowes, F. K.	21	Everson, B. M.	21	Lagonda Mfg. Co.	4	Playford Stoker Co.	16	Tudor Boiler Mfg. Co.	15
Bradford Belting Co.	11	Exchange Banking & Trust Co.	19	Lambert Gas & Gasoline Eng. Co.	17				
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Bradford Mill Co.	12	Fairmount Machine Co.	28	Lane Manufacturing Co.	26	Pomona Terra Cotta Co.	19	United Electric Improvement Co.	37
Bradley Pulverizer Co.	33	Farquhar, A. B., Co., Limited	8	Lang, S. Logan	6	Porter, H. K., & Co.	13	U. S. Fidelity & Guarantee Ins. Co.	75
Bradstreet Company	†	Fay, J. A., & Egan Co.	27	Lathbury, Spackman & Bache	6	Poulter & Co.	21		
Brannon Machine Co.	28	Fay, J. A., & Egan Co.	27	Le Blanc, Alce	20	Powhatan Clay Mfg. Co.	6	Vaidosta Foundry & Machine Co.	18
Brickstein, L. B.	19	Fayetteville Water Co.	75	Leffell, James, & Co.	15	Pratt, N. P., Laboratory	12	Vaik & Murdoch Iron Works	15
Brooks, T. H., & Co.	25	Featherstone's, John, Sons	8	Lehigh Valley Brass Works	17	Price & Co.	22	Vanduzen Co., The E. W.	33
Brown, A. & F.	34	Fernandina Oil & Creosote Works	22	Lewis, H. F., & Co., Ltd.	28	Price & Heald	22	Viaduct Brass Works	17
Brown-Bierce Co.	30	Fifield Tool Co.	12	Lidgerwood Manufacturing Co.	9	Priestman & Co.	16	Vitrified Emery Wheel Co.	13
Brown Hoisting & Con. Mch. Co.	9	Finley, Samuel	19	Link-Belt Engineering Co.	30	Proddit, Alexander	21	Vulcan Works	30
Brown, Lucius P.	6	Fitz-Hugh & Co.	22	Lobdell Car Wheel Co.	30	Providence Machine Co.	39		
Buckeye Engine Co.	14	Fogg, A.	22	Lombard Iron Wks. & Supply Co.	9	Pulsometer Steam Pump Co.	32	Walker & Allan	8
Buckeye Iron and Brass Works	30	Foos Gas Engine Co.	17	Lowell Machine Shop	†	Queen City Printing Ink Co.	†	Walker & Elliott	20
Buffalo Forge Co.	38	Foos Mfg. Co.	*	Ludlow-Saylor Wire Co.	24	Queen City Supply Co.	39	Warren Chemical & Mfg. Co.	24
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Chaswell, H. W., & Son Co.	4	Fossick Co., T. L.	6			Record Printing House	†	Webster, Warren, & Co.	19
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Caroline Iron Works	34	Fuel Economizer Co.	16	Mason Regulator Co.	32	Roberts, Jas., Mfg. Co.	34	Westinghouse Machine Co.	16, 21
Carver Cotton Gin Co.	29	Fulton Steam Boiler Wks.	†	Maxwell, W. G.	20	Robinson, A. K., & Co.	9	West Pascagoula Creosote Works	22
Cass Mfg. Co.	9			McClave, Brooks & Co.	9	Robinson, Wm. C., & Son	23	Wetherill, Robt., & Co.	15
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C. & B. Line	30	Gardner, Jonce L.	20	McCully, R.	34	Rossendale-Reddaway Belting		Whitnall Spinning Ring Co.	28
C. G.	40	Garrett, C. S., & Son	25	McDonald, John, & Sons	6	Hose Co.	*	Whitney, Baxter D.	26
Channon H., Co.	10	General Fire Extinguisher Co.	19	McGowan, John H., Co.	32	Rowley & Hermance Co.	26	Willcox, W. A.	20
Chapman, Wm. A., & Co.	6	Gilbert, C. M., & Co.	6	McKenna, David	†	Ruger, J. W., Mfg. Co.	17	Wilkinson Mfg. Co.	16
Chapman Valve Mfg. Co.	8	Glaskins, George F., & Co.	6	McLanahan & Stone	34	Russell & Co.	35	Williams Bros.	34
Charlotte Machine Co.	29	Glen Cove Machine Co., Ltd.	27	Mead, Y. A., Cycle Co.	30			Williams, Haskins, & Co.	22
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Chesapeake Belting Co.	10	Graphite Lubricating Co.	13	Merchants & Miners' Transp. Co.	31	Saunders, D., Sons	13	Williams & Schmid	20
Chester Steel Castings Co.	13	Grasty, Robt. Ware	20					Willis, E.	20
Chicago Belting Co.	11							Wilson Laundry Machinery Co.	10

Ads. marked thus \* appear every other week.  
Ads. marked thus † appear in first issue of each month.  
Ads. marked thus ‡ not in this issue.



## PROPOSALS.

**TREASURY DEPARTMENT**, Office Supervising Architect, Washington, D. C., February 14, 1898.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 9th day of March, 1898, and opened immediately thereafter, for all the labor and materials required to place in position complete, a tower clock and bell for the U. S. Courthouse, Custom-house and Postoffice building at Omaha, Neb., in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at Omaha, Neb. The right is reserved to reject any or all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. Proposals must be enclosed in envelopes, sealed and marked "Proposal for Tower Clock and Bell for the U. S. Courthouse, Custom-house and Postoffice, Omaha, Neb.," and addressed to the Supervising Architect.

**TREASURY DEPARTMENT**, Office Supervising Architect, Washington, D. C., February 15, 1898.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 24th day of March, 1898, and opened immediately thereafter, for all the labor and materials required for the decorative painting of the U. S. Courthouse, Postoffice, etc., building at Detroit, Mich., in accordance with the drawings and specification, copies of which may be had at this office or at the office of the Superintendent at Detroit, Mich. The right is reserved to reject any or all bids and to waive any defect or informality in any bid, should it be deemed in the interest of the Government to do so. Proposals must be enclosed in envelopes, sealed and marked "Proposal for Decorative Painting of the U. S. Courthouse, Postoffice, etc., at Detroit, Mich.," and addressed to the Supervising Architect.

**TREASURY DEPARTMENT**, Office Supervising Architect, Washington, D. C., February 20, 1898.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 24th day of February, 1898, and opened immediately thereafter, for furnishing all the labor and materials and erecting complete two hydraulic passenger elevators, one hydraulic mail lift and one hydraulic ash lift, including pumps, tanks, piping, cars, platforms, etc., for the U. S. Court House, Custom House and Postoffice Building at Omaha, Nebraska, in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at Omaha, Nebraska. The right is reserved to reject any or all bids, and to waive any defect or informality in any bid, should it be deemed in the interest of the Government to do so. Proposals must be enclosed in envelopes, sealed and marked "Proposal for two Hydraulic Passenger Elevators, one Hydraulic Mail Lift and one Hydraulic Ash Lift, for the U. S. Court House, Custom House and Postoffice building at Omaha, Nebraska," and addressed to the Supervising Architect.

**TREASURY DEPARTMENT**, Office Supervising Architect, Washington, D. C., February 10th, 1898.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 8th day of March, 1898, and opened immediately thereafter, for furnishing all the labor and materials and fixing in place complete the boiler plant, low-pressure exhaust steam heating mechanical ventilating apparatus, cold and hot water supply system, etc., and fire pump required for the U. S. Postoffice, Court House and Custom House building at Milwaukee, Wisconsin, in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at Milwaukee, Wisconsin. The right is reserved to reject any or all bids, and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. Proposals must be enclosed in envelopes, sealed and marked "Proposals for Boiler Plant, etc., Cold and Hot Water Supply, etc., system for the U. S. Postoffice, Court House and Custom House building at Milwaukee, Wis.," and addressed to the Supervising Architect.

## WATER AND LIGHT PLANT,

HOLLY SPRINGS, MISS.

The Board of Mayor and Aldermen of Holly Springs, Miss., will receive sealed proposals till 3:30 P. M. March 25th, 1898, for furnishing materials and constructing a water and light plant, embracing either or all of the following items:

- Tower, tank and structural steel.
- Two horizontal tubular boilers and heater.
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- Sixty K. W. alternator and station equipment.
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- Brick central station.
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- Boiler setting.
- Installing steam machinery.
- Electrical construction.

Each proposal is to be accompanied with a deposit of 5 per cent of the amount of the bid. The right is reserved to reject any or all bids.

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It will last twenty years and it sells at  
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### Pays Regularly 15 Per Cent.

Twenty tons daily. Ice Plant for sale; first-class order; good as new; regular sale for full output; two machines, can be run separately; also Bottling Works can be run separately from the plant; sale 100 boxes daily; in Bessemer, Ala., the seventh city in population and the sixth in taxable values in the State; center of the great mineral district; 650 feet elevation; owner in bad health and must get out of business. Address

H. O. MEUMANN, Bessemer, Ala.

#### MODERN

### Hundred Ton Capacity Oil Mill

FOR SALE.

Located in the best town in one of the best cotton producing counties in Texas in the heart of the black land belt, six thousand tons wagon seed and double the amount of railroad seed within a radius of fifteen miles. Will sell controlling interest or all. The best located mill in the state. Address

TEXAS OIL MILL,  
care Manufacturers' Record.

### A Good Chance for a Cotton Factory.

30 acres with ample buildings, one 100-horse-power steam engine and boiler. The above property is all new and is known as the Shreveport Fair Grounds. Address

E. M. SMITH, Shreveport, La.

### NOTICE.

We mine, manufacture, buy and sell all kinds of mineral paints, dry colors, minerals and clays. ALPHA PAINT AND MINERAL CO., 338 Bourse Building, Philadelphia, Pa.

### For Sale at 50 Cents on the Dollar.

#### Complete Modern Fertilizer Plant.

The Buildings which were erected specially for a Fertilizer Plant, are new and conveniently arranged. The

**MACHINERY IS NEW** and was constructed by well known designers and manufacturers of fertilizer appliances. It is in every particular of the

**LATEST AND MOST IMPROVED TYPE.**

The Plant is arranged for both, Acid Phosphate and Ammoniated Goods, and is in full running order. Now ready to be put at work at its full capacity. The Plant has a

**CAPACITY OF ABOUT 10,000 TONS** per year in complete goods. The Territory within the scope of this Plant includes Delaware, Maryland, Virginia, New Jersey and Pennsylvania. About 5000 tons are consumed yearly in the territory immediately adjacent to the works.

**TRANSPORTATION FACILITIES** exceptionally good, both rail and water communication is convenient. The labor cost is low. This Modern Plant may be purchased for a comparatively small investment. We shall be pleased to open correspondence with any one interested in the trade.

WALKER & ELLIOTT,  
WILMINGTON, DELAWARE, U. S. A.

### Incorporate Your Business.

West Virginia Laws Most Liberal.

No Personal Liability. Non-Assessable Stock.

Plan mailed on application.

J. A. THAYER & CO., Attorneys,  
Charleston, W. Va.

BY SPECIAL MASTER.

### SPECIAL MASTER'S SALE.

MRS. MARY G. T. STEMPEL,

Guardian,

VS.

THE NEW CONSUMERS' ICE COMPANY, LIMITED.

No. 12,825, in the United States Circuit Court for the Eastern District of Louisiana, New Orleans Division—In Equity.

IN PURSUANCE OF DECREES RENDERED Dec. 10, and signed Dec. 23, 1897, by the Hon. Don A. Pardee, judge of the United States Circuit Court for the Eastern District of Louisiana, New Orleans Division, in the above entitled and numbered cause, and of an order granted by said court and to me directed, bearing date Jan. 24, 1898, I will sell at public outcry to the last and highest bidder for cash on the premises, on Magazine street, between Julia and Girod streets, in the City of New Orleans, La., on MONDAY, THE 28TH DAY OF FEBRUARY, 1898, beginning at 11 o'clock a. m., the following described property, to-wit:

1. A CERTAIN PIECE OR PORTION OF GROUND, with the buildings and improvements thereon, including all the machinery, engine, fixtures, apparatus and the appurtenances for the manufacture of ice therein contained, and all rights, ways, privileges and appurtenances thereunto belonging or in anywise appertaining, situated, lying and being in the First District of this city, in the square bounded by Magazine, Julia, Girod and Camp streets, and measuring two hundred and twenty-four (224) feet one inch front on Magazine street, the same width in the rear, by one hundred and seventy feet and five inches in depth, between parallel lines, according to a sketch or certificate under date of March 16, 1886, and annexed for reference to an act of mortgage from Consumers' Ice Company to W. J. Behan, before Andrew Hero, Jr., bearing date July 3, 1886.

2. A CERTAIN LOT OF GROUND, situated, lying and being in the First District of this city, in the square bounded by Camp, Magazine, Girod and Julia streets, being square No. 162, measuring, more or less, thirty (30) feet front on Magazine street by a depth between parallel lines of one hundred and sixty (160) feet, all French measurement, together with all the buildings and improvements thereon, rights, ways and advantages thereunto belonging or in anywise appertaining; the buildings and improvements designated by the No. 141 Magazine street; said lot of ground herein conveyed being the upper half of that certain piece or lot of ground measuring in French measure sixty (60) feet front on said Magazine street by the aforesaid depth of one hundred and sixty (160) feet, between parallel lines, which larger lot of ground, the congregation of the Roman Catholic Church of St. Patrick acquired from the Society of the Roman Catholic Church of the Archdiocese of New Orleans by an act passed before Octave de Armas, a notary public in this city, under date of 19th of August, 1871; the said property being the same acquired by the Consumers' Ice Company from David Close by act before Samuel Flower, notary, on the 27th day of September, 1892, registered in the conveyance book No. 143, folio No. 394.

For further particulars see decrees on file in the United States circuit clerk's office at New Orleans, La.

ALCEE LE BLANC, Special Master.

### ROBERT WARE GRASTY, Attorney and Counsellor-at-Law, EQUITABLE BUILDING, ATLANTA, GA.

General law practice. Collections, loans, money invested, options secured and information furnished concerning Southern properties of all kinds.

AGENTS WANTED—To Sell the

### "Battle Ax" Hay Press.

Latest invention, Automatic, Ball Bearing, Compound Leverage, Self Contained. No gear wheels or springs. Full circle. Simple in construction, efficient in service. Write, prices, discounts.

ALABAMA FOUNDRY & MACHINE WORKS,  
NEW DECATUR, ALA.

### RADFORD, Virginia.

Parties desiring to start new enterprises or change location, are invited to investigate Radford, Va. Good climate, water and drainage, elevation, 1800 feet. On Norfolk & Western Ry. at junction of Columbus, O., and Pocahontas Coal Fields divisions, as well as Southern connection via Knoxville, Tenn. In midst of fine agricultural country and 25 miles from ore fields. Population, 4000, churches, public and private schools, electric light and car line. Ice plant and other manufactures.

Responsible parties are offered inducements, including no city taxes for five years. Address

G. T. KEARSLEY,  
Secretary Board of Trade,  
RADFORD, VA.

FOR SALE.

### 7000 Acres of Yellow Pine Timber Lands, on the Georgia Coast.

Address W. A. WILLCOX, Darien, Ga

For Sale to Close Out Business.

### 26,000 ACRES OF LAND,

From 4 to 16 miles from Summerville, S. C. A noted health resort, containing long and short leaf pine, oak, hickory, ash, cypress, etc. Contains excellent farming and pasture land, and is convertible into a game preserve. Also second-hand machinery in good order.

A. W. TAYLOR LAND & LUMBER CO.  
SUMMERVILLE, S. C.

#### TIMBER LAND.

21,000 Acres Virgin Forest in best timbered section of West Virginia. Experts measured off several one acre blocks on N. S., E. and W. portions of this tract, and then measured the timber thereon, using Scribner's Lumber and Log Book. Best acre measured 80,027 feet B. M.; thinnest acre, 19,964 feet; general average, 35,771 feet per acre, divided as follows viz: Hemlock, 19,016 feet; Spruce, 11,338 feet; Cherry, 2,775 feet; Maple, 2,077 feet; Birch, 1,212 feet; Sugar, 948 feet; Ash, 794 feet; Beech, 518 feet, and Cucumber, 270 feet. Total amount of merchantable timber on this tract (approximated)

883,962,000 FEET.

The Title is Guaranteed to be Absolutely Perfect. Price and terms very reasonable. Sworn statement of the experts and detailed information sent upon application to THE SOUTHERN REAL ESTATE EXCHANGE, Clarksburg, W. Va.

FOR SALE.

### Mineral, Farming AND Timber LANDS.

Can Supply following:

Asbestos Lands.	Ash Timber Lands
Beauxite Lands.	Black Cypress Poles
Chrome Iron.	Cement Gravel.
Coal Lands.	Corundum Lands.
Copper Lands.	Cotton Lands.
Cypress Lands.	Cedar Lands.
Fire Clay.	Farming Lands.
Graphite Deposit.	Gold Mines.
Granite Quarry.	Hemlock Timber Lands
Iron Lands.	Juniper Lands
Kaolin Mines.	Land for Colonies.
Mica Lands.	Manganese Lands.
Monazite Lands.	Marble Lands.
Nickel Lands.	Orange Groves.
Oyster Lands.	Phosphates, S. C.
Phosphates, Tennessee.	Phosphates, Florida.
Pine Lands.	Pasturage Lands.
Poplar Lands.	Palmetto Lands.
Pyrates Lands.	Rice Lands.
Sugar Lands.	Shooting Lands.
Sea Islands.	Tin Mine.
Talc Deposits.	Truck Farms.
Tie Lands.	Timber Lands.
Turpentine Lands.	Tan Bark Lands.
White Pine Lands.	White Oak Lands
Walnut Timber.	

E. WILLIS,  
CHARLESTON, S. C.



## Foreclosure Sale

(TYREE &amp; WILKINS, Auctioneers.)

IN THE CIRCUIT COURT OF THE UNITED STATES FOR THE WESTERN DISTRICT OF VIRGINIA,  
In Equity.

THE PEOPLE'S TRUST COMPANY OF BROOKLYN, Plaintiff,  
vs.

THE LYNCHBURG ELECTRIC COMPANY, Defendant.

In pursuance of a decree for foreclosure and sale, dated December 11th, 1897, and entered in the above entitled cause, in the office of the Clerk of the United States Circuit Court at Lynchburg, Virginia, on the 11th day of December, 1897, we, Randolph Harrison and W. D. Coleman, the undersigned, Commissioners, in said decree named, will sell at public auction on the premises, in the City of Lynchburg, Virginia, to wit, at the power house of said defendant company on Jefferson Street in said city, on

**Monday, February 28, 1898,**

at 12 o'clock M. of that day, the property, rights and franchises mentioned in said decree and in the bill of complaint and in the deed of trust of the first day of December, 1892, from the defendant to the plaintiff, and described as follows in the decree aforesaid:

(1) All the lands and tenements of the said party of the first part whereof located, including: (1) its real estate in the said City of Lynchburg, bounded by Park Avenue, Taylor and 7th Streets, with the stable, shops, plant and workshops thereon, it being the same property conveyed to it by the Lynchburg Street Railway Company by deed of the 28th of November, 1892, and (2) its (the grantor's) interest, whatever it may be, in that certain lot or parcel of land in the City of Lynchburg and bounded as follows: Beginning at the intersection of Jefferson and 10th Streets, thence with Jefferson Street toward 9th Street 84 feet, thence at right angles toward Lynch Street and parallel to 10th Street 132 feet, thence at right angles and parallel with Jefferson Street 84 feet to 10th Street, and with the latter 132 feet to the beginning, it being a part of lot No. 467 in the plan of the City of Lynchburg upon which its power house is situated, and the same lot conveyed to the grantor by the Piedmont Electric Illuminating Company by deed of the 28th day of November, 1892.

(2) Its line of street railway located over, in and along the streets of the City of Lynchburg, in West Lynchburg and the County of Campbell, all its sidings, tracks and connections, its privileges, leases, easements, rights, immunities and contracts, all its equipments, engines, boilers, dynamos, cars, horses, mules, wagons, stable, harness, tools, implements, machinery, plant, electric appliances, lamps, poles, wires, its contract or franchise to light the City of Lynchburg, or to furnish lights to the inhabitants thereof, and all its property, tangible and intangible, whether in possession or to come into possession, acquired or to be acquired, all its revenues and resources of all sorts, present and future, the object being that future acquisition of whatever kind shall immediately come under this deed of trust as effectually as if the same were now held and specified by name.

The franchise which the defendant company holds from the City of Lynchburg for the operation of its street railway as aforesaid, continues in force for thirty years from January 1, 1881, and the length of its railway in operation is between 5 and 6 miles. Said sale is subject to ratification by the Court, and will be made to the highest and best bidder, who will be required by the undersigned Commissioners, before making any adjudication to him, to pay in cash the sum of \$5000 on the day of sale, and if the sale is confirmed by the Court, the balance of the purchase money must be paid within twenty days from that day, but the purchaser shall have the right to anticipate the day of payment. If the holder, or holders, of any bonds of the said defendant company, secured under the said deed of trust of December 1, 1892, shall become the purchaser of said property, the said bonds and unpaid coupons thereon will be received in payment of the purchase money to an extent equivalent to so much of the purchase money as would be eventually payable as dividends in this cause upon such bonds and unpaid coupons upon a proper distribution and accounting for the said proceeds of sale. The Receiver's certificates, or any of them, may be used as cash in the payment of any part of the purchase money to the extent that certificates so used, and the interest due thereon, would be entitled to share in the distribution of the cash so required, except as to the \$5000 required to be paid on the day of sale as aforesaid. In case of the failure of any bidder to comply with the terms of sale on the day of sale, the undersigned Commissioners will reject the bid, and proceed at once, then and there, to make a resale.

Any of the parties to this suit, or any party in interest, may bid for and purchase the said property, rights and franchises at the sale aforesaid.

Upon confirmation of the report of sale by the Court, and the compliance with the terms of sale by the purchaser, the undersigned Commissioners will execute and deliver a deed of conveyance to the purchaser, and the said purchaser shall then and there be let into the possession of the said property, rights and franchises, and shall be entitled to have and receive all books, maps, plans, papers, records and documents of the said Lynchburg Electric Company, or of the Receiver, relating and appertaining to the said property, rights and franchises. The Receiver in this cause is directed to remain in possession of the said property, rights and franchises, and to continue to operate the said street railway and electric plant after the sale, and until a conveyance thereof, and if the sale shall be confirmed, the purchaser, on delivery of possession by the Receiver, shall be entitled to receive, and shall take, the said property subject to any gains or losses that may have accrued or been incurred subsequent to the day of sale.

Any further information desired will be furnished by the undersigned Commissioners, or by TYREE & WILKINS, the Auctioneers, No. 211 9th Street, Lynchburg, Va.

**RANDOLPH HARRISON,  
W. D. COLEMAN,**  
Commissioners.

ESTABLISHED 1879.

**J. ANDERSEN JUN & CO.**  
(CONSUL-GENERAL.)

COPENHAGEN, DENMARK,  
Agency and Commission Merchant.

Cash advanced to any amount on consignments.  
First-class American references.

WANTED.

**Machinery to Manufacture**

We have a thoroughly equipped Machine shop, Carpenter Shop and Foundry, and can do all classes of Machine Work very reasonable. Try us.

**SOUTHERN FOUNDRY & MACHINE WORKS,  
FREDERICKSBURG, VA.**

## Master Commissioners' Sale.

The Mercantile Trust and Deposit Company of Baltimore

vs.

The Brunswick Light and Water Company.

UNDER and by virtue of a decree in the Circuit Court of the United States for the Eastern Division of the Southern District of Georgia in the above-stated cause rendered on May 14th, 1897, and supplemental decree in said cause rendered by said court on January 10th, 1898, we will sell to the highest bidder at public outcry before the court house door in Brunswick, Georgia, on Saturday, February 26, 1898, between the hours of ten o'clock A. M. and four o'clock P. M., all of the following described property, assets and franchises of the Brunswick Light and Water Company as an entirety, to wit: All of the real estate, buildings, implements, machinery, outfit, equipment, water works, gas works, electrical works, mains, pipes, hydrants, meters, retorts, furnaces, pumps, belonging to the water, gas and electric plants of the Brunswick Light and Water Company, situate in the City of Brunswick, Glynn County, Georgia, together with all other property, privileges and franchises of said Brunswick Light and Water Company, with the rents, earnings, revenues and profits, and especially the rentals for gas, water and electric lights due and payable by the Mayor and Council of the City of Brunswick, together with all choses in action belonging to said Brunswick Light and Water Company; and for a more particular description of the said properties herein advertised to be sold reference is made for description in detail to the mortgage from the Brunswick Light and Water Company to the Mercantile Trust and Deposit Company of Baltimore, dated the first day of April, 1890, recorded in Book Vol. 3 of mortgages, at folio 337, of the general records of Glynn County, Georgia, a copy of which is filed as an exhibit in the above-stated cause.

The terms of sale to be as follows: The successful bidder, at the time the property is knocked down to him, or within one hour thereafter, to pay to the Master Commissioners the sum of Five Thousand Dollars (\$5,000.00), in cash, which sum shall be forthwith deposited by the said Master Commissioners in the Registry of the Court and be credited on the purchase in case the sale is approved by the Court, but shall become forfeited and may be applied by the Court to the discharge of the cost and expenses of this suit and other claims and indebtedness, including the mortgage debt, as aforesaid in the proper order, and the property may be resold by direction of the Court if on the approval of the sale the purchaser shall fail to comply with the terms of his purchase, or with any other provision of the decrees with respect to the sale by him to be complied with. And in case the deposit required to be made by him on the day of the sale is not made in the time limited, the Master Commissioners may at the expiration of said time, and on the same day re-sell the property as though no preceding sale had taken place. An additional sum of Five Thousand Dollars (\$5,000.00) shall be paid in cash by the purchaser upon confirmation of the sale, and such further sum shall be paid in cash as the Court may find necessary to meet the charges on the fund under the terms of the decrees of sale, and so order to be paid in, and the balance of said purchase price may be paid either in cash or by presenting and surrendering to be stamped, as provided in said decree, the mortgage bonds and overdue, and unpaid coupons pertaining thereto, the purchaser to be credited therefor on account of the purchase price such amount only as is equivalent to the distributive amount that the holders of such bonds and overdue coupons would be entitled to receive thereon in case the entire amount of the bid was paid in cash. That the purchaser at the sale, by virtue of his purchase, shall assume all executory contracts, agreements and obligations made and entered into by the Receiver in the operation and management of the property in his charge and which have been heretofore authorized to be made and entered into by said Receiver and shall pay the taxes for the year 1897.

The Court reserves the right to re-sell the premises and property sold, or any part thereof, upon failure of the purchaser or purchasers, his, its or their successors or assigns, to comply within ten days with any order of this Court requiring such purchaser to pay into Court any balance of the purchase price or perform the requirements of said decree.

The application of the fund arising from the sale shall be as provided in said decree of May 12th, 1897.

All claims against the Receivership or claiming preference over the mortgage debt foreclosed by said decree shall be presented by intervention in said cause within thirty days after the delivery of the property to the purchasers or be forever barred from participation in the proceeds of sale.

For the further particulars of said properties so to be sold and of the terms of sale reference is hereby expressly made to said decree of May 12th, 1897.

**ALEXANDER PROUDFIT,  
W. E. BURBAGE,**  
Master Commissioners,

January 11th, 1898.

## Bargains in Machinery FOR IMMEDIATE DELIVERY

**CORLISS ENGINES** 125, 150, 275, 300 H.P. FOR SALE.

300 H.P. Armstrong & Sims, 100 H.P. Payne Engine; also Second-Hand Boilers in sizes from 40 to 125 H.P. 80 to 100 engines in stock to select from. Advise us of your wants.

**S. L. HOLT & CO.**

67 SUDBURY STREET, BOSTON, MASS.

**SECOND-HAND ENGINES FOR SALE CHEAP**

BY THE  
**AMERICAN ENGINE CO.**

Builders of the American Ball Engines and Electrical Machinery,  
BOUND BROOK, N. J.

## SPECIAL BARGAINS.

We have on hand

Twelve Good Standard Gauge Locomotives, thoroughly overhauled, complete in every detail; ready for immediate service. Various styles and sizes. Prices very low.

For full particulars apply

**POULTER & CO.**

206 Bullitt Building, PHILADELPHIA, PA.

## FOR SALE

8 3-ft. gauge Locomotives.  
1 Standard gauge Locomotive.  
2 1½-yard Steam Shovels.  
6 3-ft. gauge 3 yard Dump Cars.  
25 new 3-ft. gauge 2½-yard Cars, for shovel or hand work.  
5 side and centre Unloading Plows.  
1 Leveling Car with plow.  
10 Hoisting Engines.  
6 Centrifugal Pumps.  
Large stock of Engines, Boilers and Steam Pumps.

**THOMAS CARLIN'S SONS,  
ALLEGHENY, PA.**

## PIPE BARGAINS.

2, 4, 6, 8, 10, 12 and 20 inch.  
For Water, Gas, Steam, Air and Oil  
Write for particulars and prices to

**F. H. BOWES,**

204 Dearborn Street, CHICAGO, ILL.

**JUSTICE COX, JR.**

552-554 Bullitt Bldg., Phila.,

Agent for

Pulaski Iron Company.

Brier Hill Iron & Coal Company.

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There are large areas of land in every Southern State that have been made unproductive by unwise methods of farming. What to do with these lands to make them yield a revenue, and how to best bring them back to their normal fertility, are questions that will have authoritative and adequate treatment from time to time in the Southern States Farm Magazine.

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by buying your Dynamos, Lamps, Generators, Motors, etc., from us. We carry a stock of Second-hand Electrical Machinery, repaired and in first-class order. All apparatus guaranteed to be in excellent operative condition. Central stations and isolated plants can turn scrap dynamos, wire and incandescent lamps into cash by writing to us.

**THE CORNMAN COMPANY,**

1136 Hamilton Street, CLEVELAND, OHIO.

## BARGAINS in New and Second-Hand MACHINERY.

Lathes from 12" to 48", Planers from 20" up to 60", 48", 54" and 60" Radial Drills, No. 2 Newton Milling Machine, No. 2 Screw Machine, Shapers from 6" to 30", Boilermakers' Punches, Shears, Edge Planers, Rolls, Drills, Engines, Boilers, Pumps and Dynamos.

**FRANK TOOMEY, 131 N. THIRD ST., PHILA.**

FOR SALE.

**One Morgan Traveling Crane,**

Ten tons capacity, span 45 feet 6 inches.  
In first-class condition.

**THE WESTINGHOUSE MACHINE CO  
PITTSBURGH, PA.**

FOR SALE.

**ENGINES** for Blast Furnaces, Foundries, Converters and Rolling Mills, MILL TRAINS (3-high), 45 in., 30 in., 20 in., 12 in. and 6 in. SHEARS for Blooms, Billets, Plates, Sheets, Old Rails and Scrap. CRANES—Yale and Towne Pillar Crane (10-ton); Jib Cranes, Iron and Wooden. STEAM HAMMERS, various sizes and makes. SQUEEZERS (Rotary). FLY WHEELS and BAND WHEELS, various sizes. Punches, Straighteners, Roll Lathes, Riveter, Machine Shop Tools, etc., etc. LOCOMOTIVES, various gauges, sizes and styles.

**B. M. EVERSON,**  
301 Smithfield Street, PITTSBURGH, PA.  
Sales Agt. BALDWIN LOCOMOTIVE WORKS,  
Philadelphia, Pa.

## FOR SALE.

1 D. E. W. Motor, 7½ Horse-Power, 125 Volts.  
1 Motor, 5 Horse-Power, 250 Volts.  
1 Dynamo, 150 Lights, 110 Volts, Edison.

**CLARK ELECTRIC CO.**

176 Jefferson Avenue, DETROIT, MICH.

## FOR SALE CHEAP.

Electric Motors in Stock.

110 Volt—½, ¾, 1, 2, 3, 4, 5, 7½, 10, 15, 20, 25, 30, 35, 50, 75 horse-power.  
220 Volt—¼, ½, ¾, 1, 1½, 2, 3, 4, 5, 7½, 10, 15, 20, 25, 50 horse-power.  
500 Volt—1, 2, 3, 4, 5, 7½, 10, 15, 20, 30, 35, 50, 75 horse-power.

All are of standard makes, principally Edison, Thomson-Houston, Westinghouse, Crocker-Wheeler, C. & C. and Edgdy.  
Send for our monthly Bargain Sheet, giving complete list, with prices; also on Dynamos, Arc Lamps, Instruments and Supplies.

**CHAS. E. GREGORY COMPANY,  
58-60-62 S. Clinton St. CHICAGO.**

## FOR SALE.

Five T. H. D. 62-500 volt compound wound generators with self-oiling bearings and complete station instruments, in first-class operating condition. Any one desiring to equip their factory with electrical transmitters of power will find these machines well calculated to serve either as motors or generators, being rated at 85 horse-power. Any one contemplating purchasing electrical machinery will be profited by communicating with us.

**ROBBINS & MYERS CO.  
SPRINGFIELD, OHIO.**

**EDWARD J. ETING,**

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Fidelity Building, Philadelphia, Pa.  
Storage Yard—Old Navy Yard.

REPRESENTING  
The Holland Company  
Gilder and Tee Rails.

REPRESENTING  
Matthew Addy & Co.  
PIG IRON.

AGENTS  
UNION MINING CO.  
MFRS. OF  
'Mt. Savage' Fire Brick

AGENTS  
Dayton Coal & Iron Co.  
LTD.  
PIG IRON.

**SECOND-HAND RAILS.**

If you have any old rails—either in good condition to relay, or if only fit to be used as scrap—advise us; we buy both kinds.

**ROBINSON & ORR,**  
419 Wood Street, PITTSBURG, PA.

**We Sell New Steel Rails and RELAYING RAILS.**

**FOR SALE.****RAILS and ROLLING STOCK**

1500 tons 60 lb. Relaying Rails with Splices.  
500 tons 56 lb. Relaying Rails with Splices.  
1000 tons new Steel Rails, 45 lbs., with Splices and Spikes.  
1000 tons new Steel Rails, 45 lbs., with Splices and Spikes.  
Lot of narrow gauge engines, flat and box cars, at Galveston, Texas. Call or write.

**BLOCK POLLAK IRON CO.**

CINCINNATI, OHIO, or CHICAGO, ILL.  
We are always in the market to buy relaying rails and scrap iron of all kinds for cash.

**FOR SALE.**

85 tons of 25-lb. TEE RAILS, 200 tons of 30s, 48 tons of 45s and 300 tons of 50s, with Fish Plates and Splices; cheap; also 2-ft. and 3-ft. Gauge Locomotives and Cars. Write for particulars.

**A. FOGG,**

308 Walnut Street, PHILADELPHIA, PA.

**Relaying Rails, Locomotives and Cars for Sale.**

When in the market please write us for prices, either for cash or on the monthly instalment plan; we sell either way. We handle steel and iron rails weighing from 12 lbs. to 60 lbs. per yard, both new and relaying. We can also furnish any size and style of locomotives and cars desired.

**THE SMITH & KILBY COMPANY,**  
ANNISTON, ALABAMA.

**Prompt Cash Paid**

For Old Rails, Axles, Car Wheels and heavy Iron and Steel Scrap of all descriptions.

**DALLETT & CO.**

201 Walnut Place, PHILADELPHIA, PA.  
DEALERS IN

High-Grade Bar Iron, Railway Supplies, etc.

**RAILS and LOCOMOTIVES**

We have a lot of RELAYING RAILS with fastenings, 16 pounds to 56 pounds with fastenings. Also 12-ton, 15-ton, 25-ton and 30-ton LOCOMOTIVES. If in the market for RAILWAY EQUIPMENT write us for prices and specifications.

**SOUTHERN IRON & EQUIPMENT CO.,** Atlanta, Ga.

**For Sale—Narrow Gauge Equipment.**

1 Baldwin locomotive, 1 passenger coach, 1 combination baggage and passenger coach, 2 box cars, 2 flat cars, 5 miles of light steel relaying rails from 16 to 30 pounds. Also 2 winter street cars and 3 summer street cars all in good condition. Also 2 new double flue boilers, 25 ft. long x 48 in. circumference. Will sell cheap for cash. Write **SABEL BROS.,** JACKSONVILLE, FLA.

**STANDARD GAUGE SIMPLE and COMPOUND LOCOMOTIVES FOR SALE.**

The motive power of the LAKE STREET ELEVATED RY. has been changed to Electricity. NONE OF THE ENGINES HAVE HAD 3 years of service.

2 pairs 44" Coupled Drivers.  
4 wheel swing truck. Wrought center steel tired wheels. Total weight from 50,000 to 60,000 lbs.  
Fuel: Hard or Soft Coal, Coke or Wood.  
TANK CAPACITY: 750, 1000 and 2000 gals.  
Eamos Vacuum Brakes.  
Steam Heater Connections.

We have sold engines to the following parties  
W. T. JAY, MADISONVILLE, LA.  
J. D. HAND, DOLIVE, ALA.  
BLUFF CITY LUMBER CO., PINE BLUFF, ARK.  
CAMDEN LUMBER CO., CAMDEN, ARK.  
EAST COAST LUMBER CO., LAKE CITY, FLA.  
LITTLE BAY LUMBER CO., LITTLE BAY, ARK.  
4 and 6 wheel switchers and 8 and 10 wheel engines in good condition.

For full detailed specifications, prices and terms write  
**FITZ-HUGH & COMPANY,**  
Equipment and Relaying Rail,  
1614 Monadnock Building, CHICAGO, ILL.  
In making inquiries about these engines, please mention this paper.

**HIGH-GRADE LOCOMOTIVES.**

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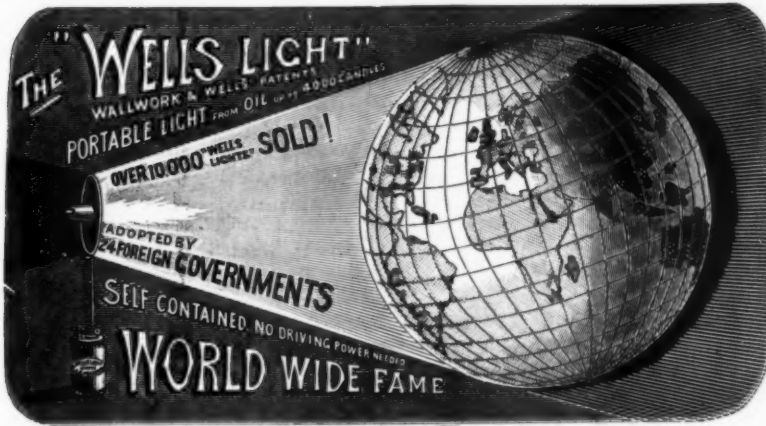
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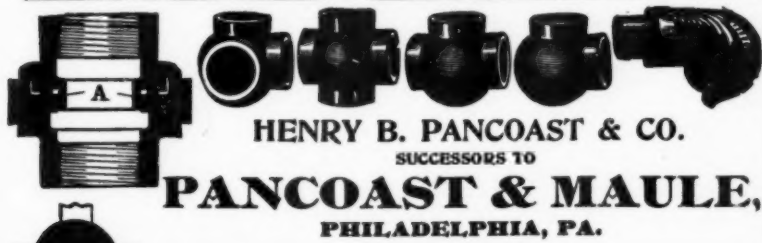
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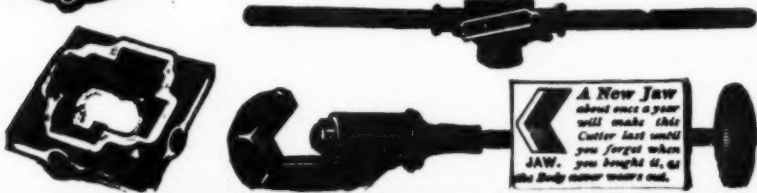
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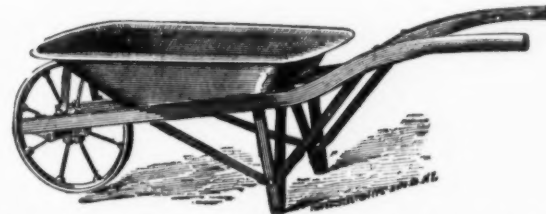
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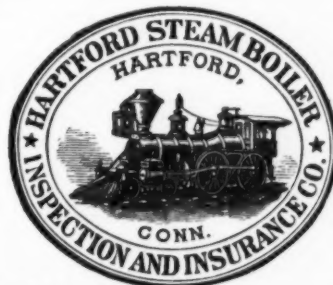
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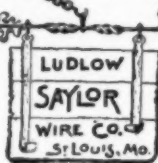
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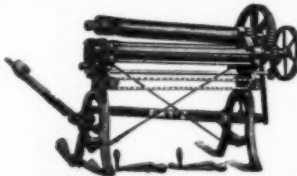
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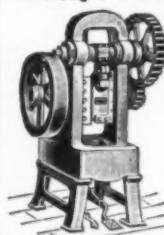
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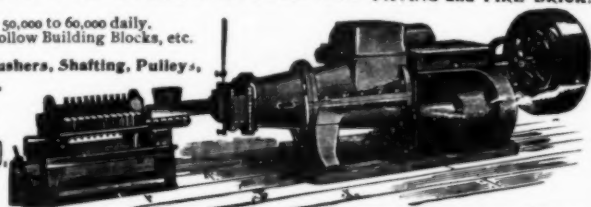
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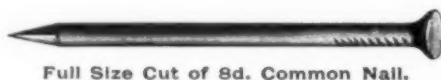
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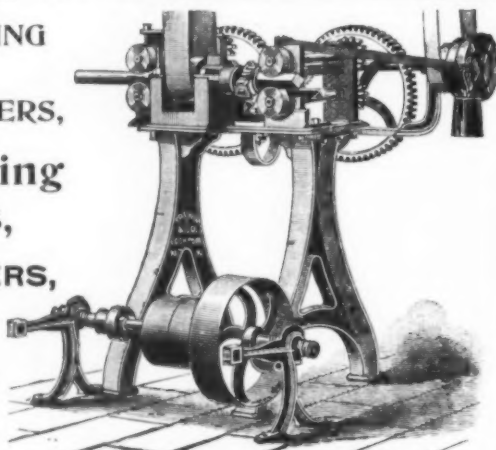
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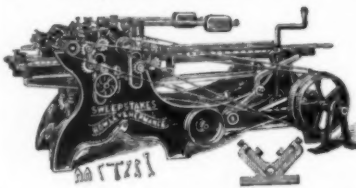


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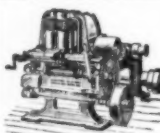
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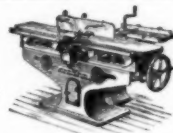
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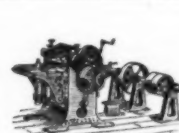
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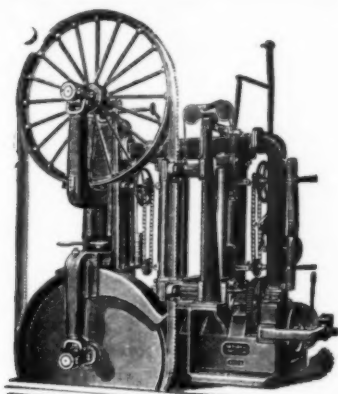
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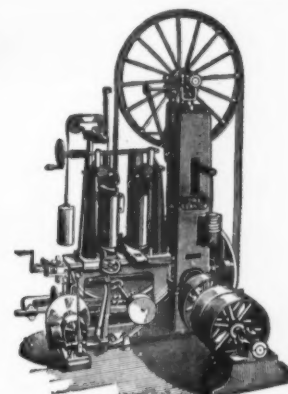
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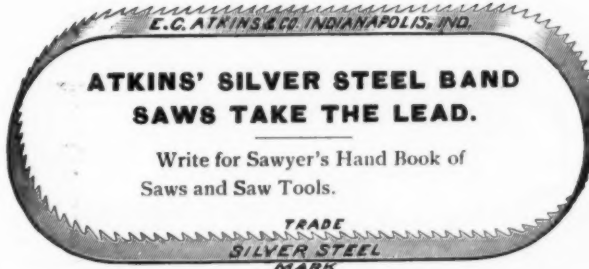
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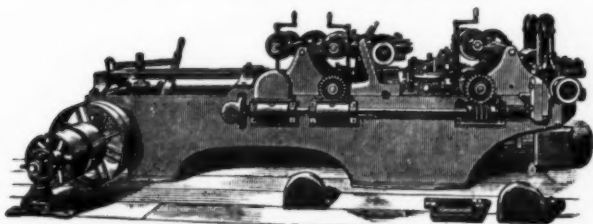
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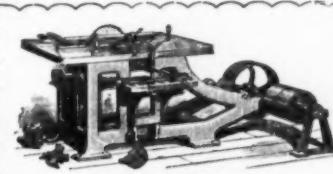
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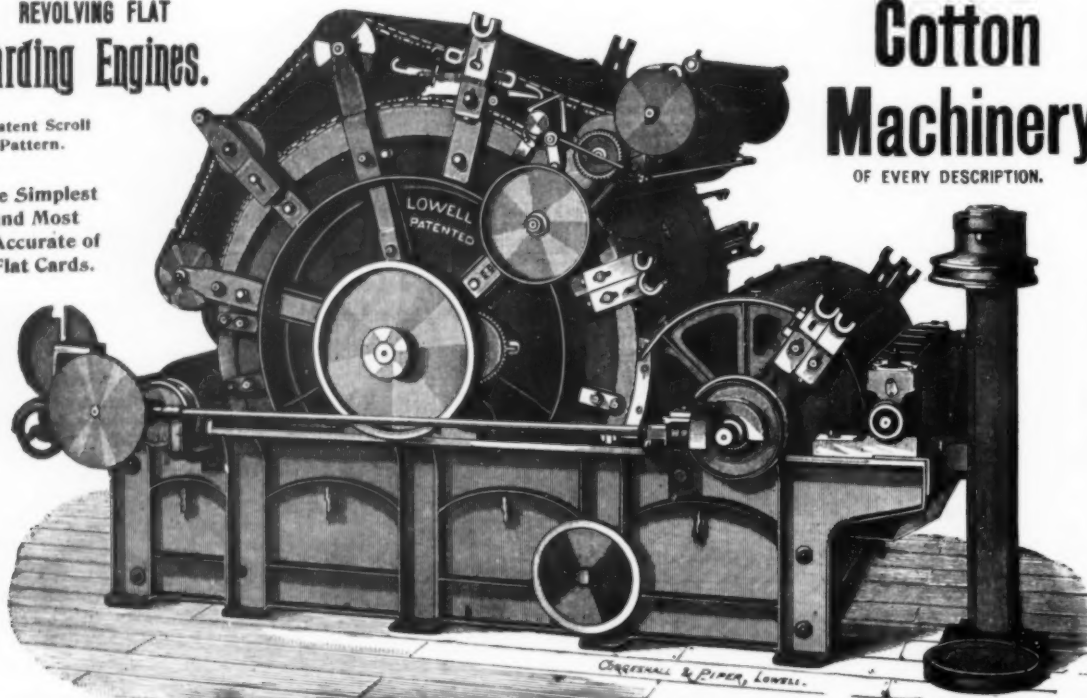
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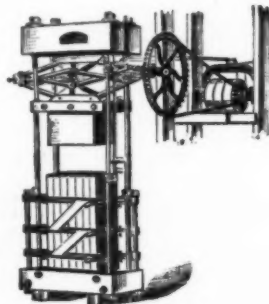
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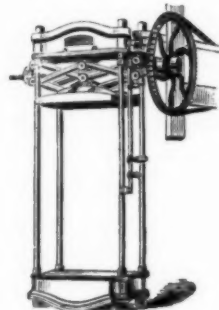


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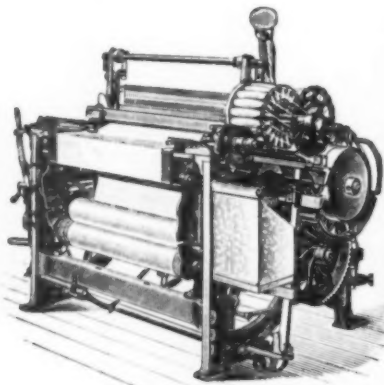
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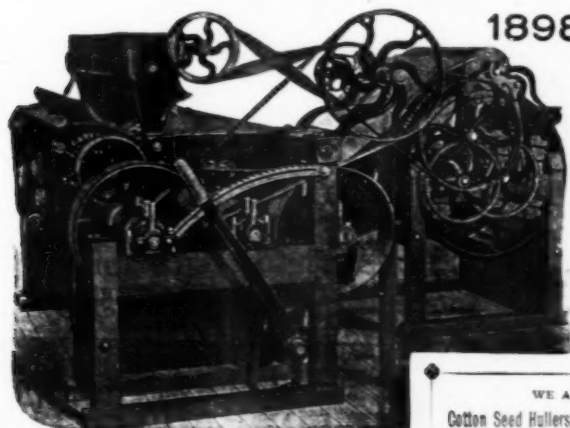
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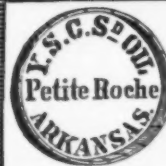
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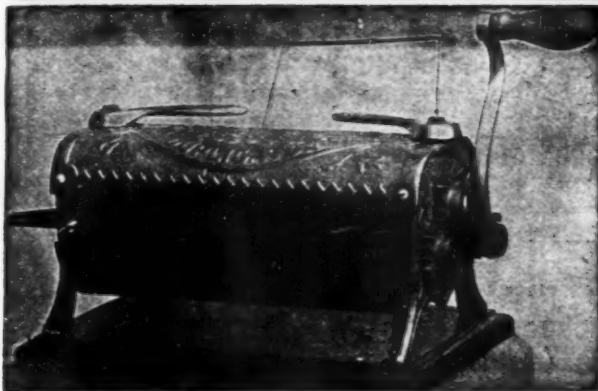
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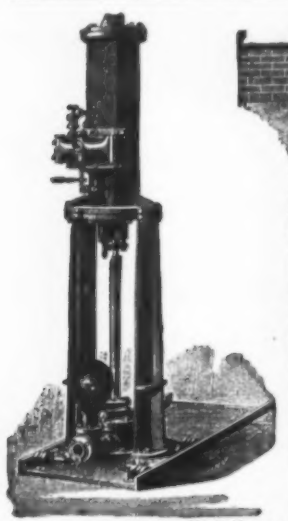
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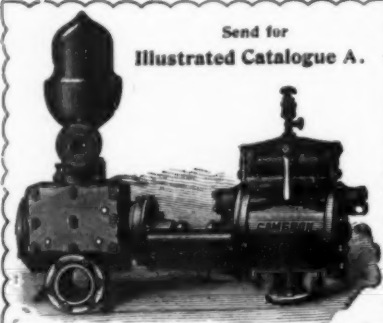
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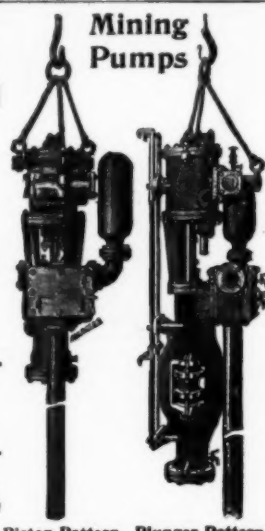
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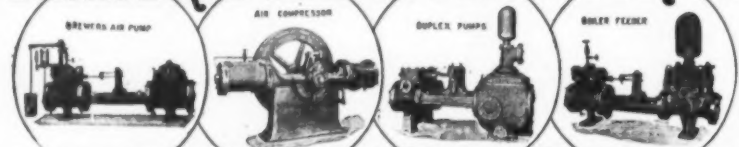
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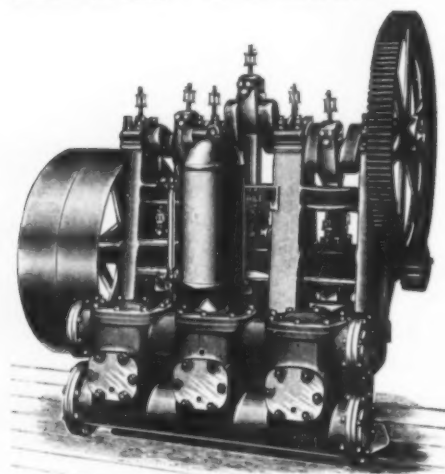
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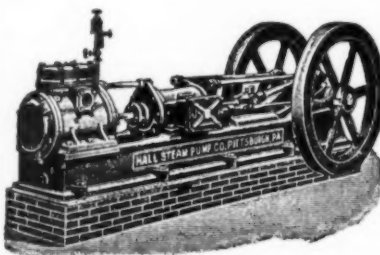
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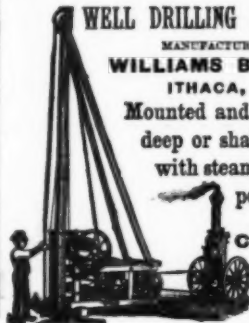
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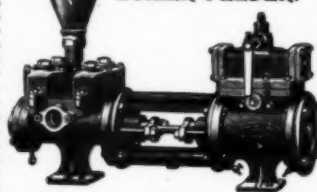
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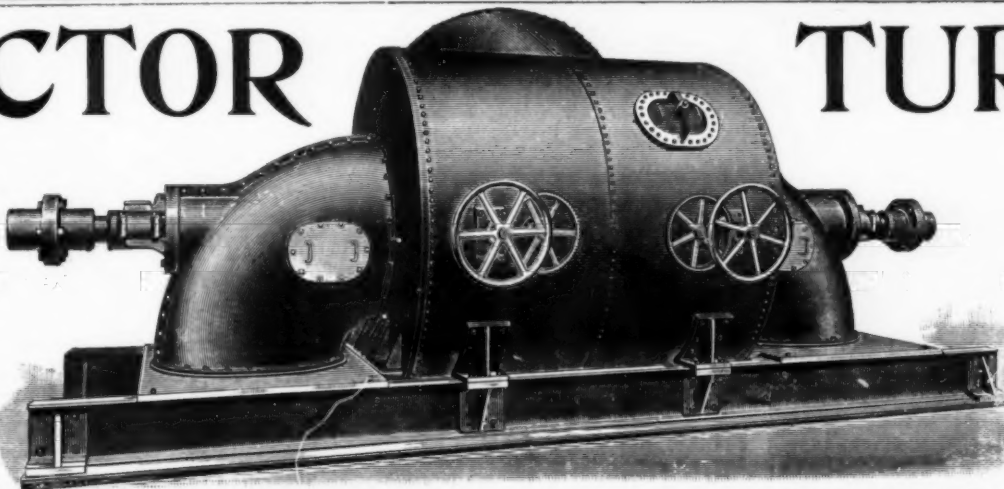
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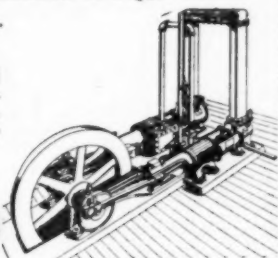
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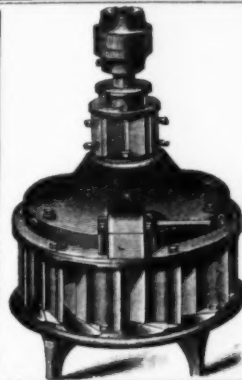
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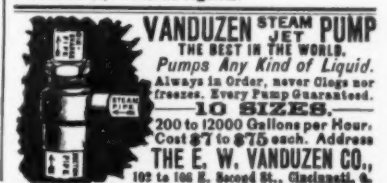
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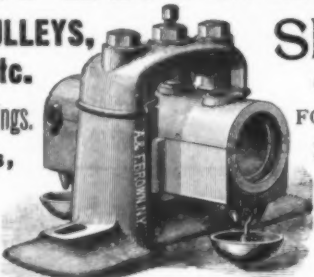
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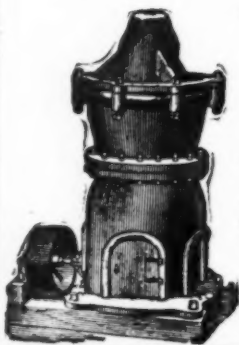
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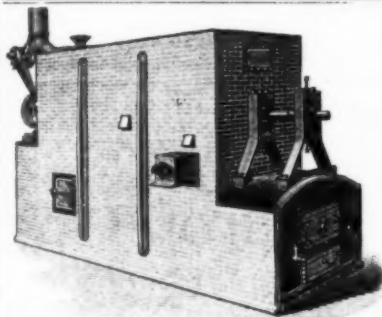
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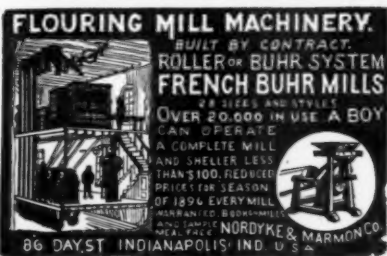
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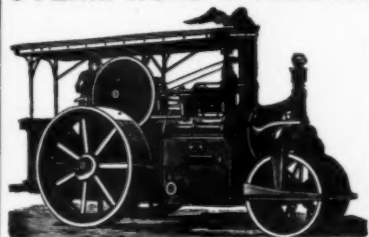
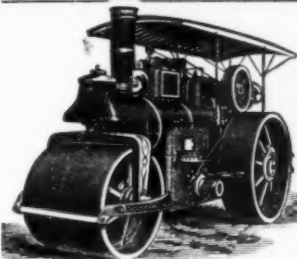
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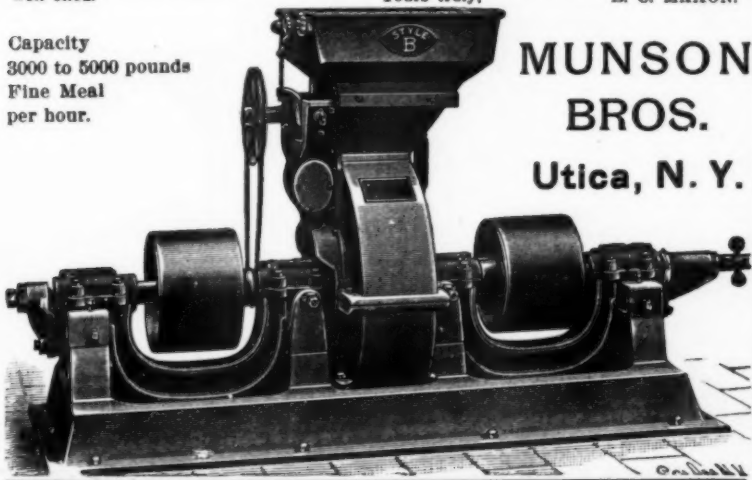
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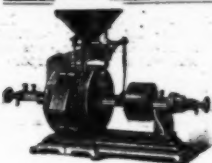


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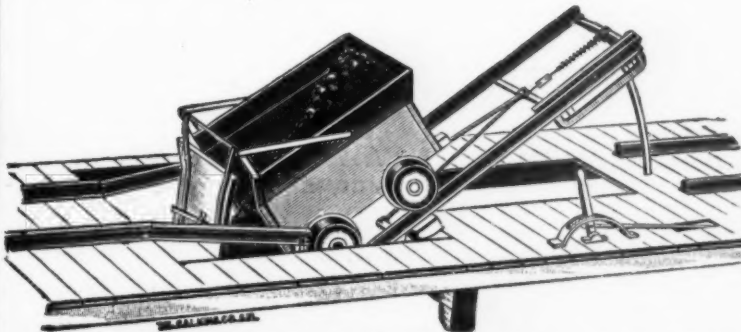
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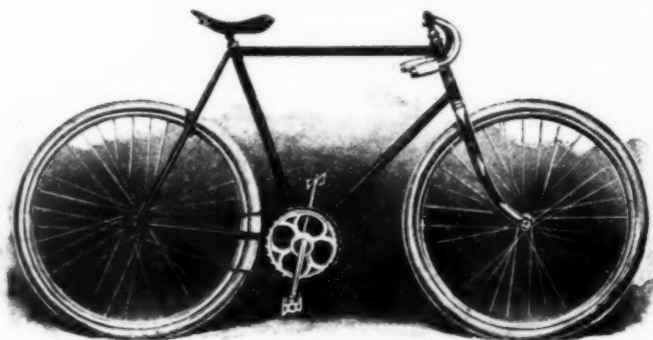
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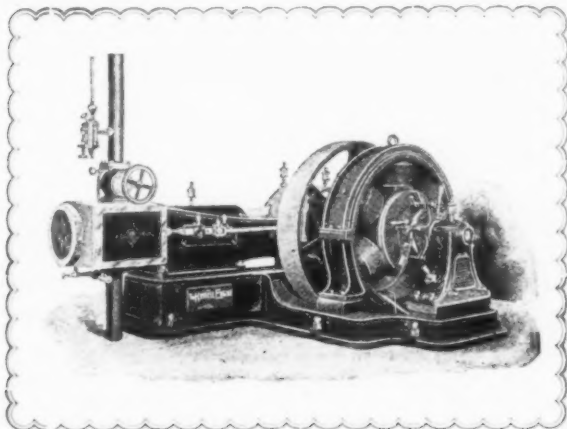
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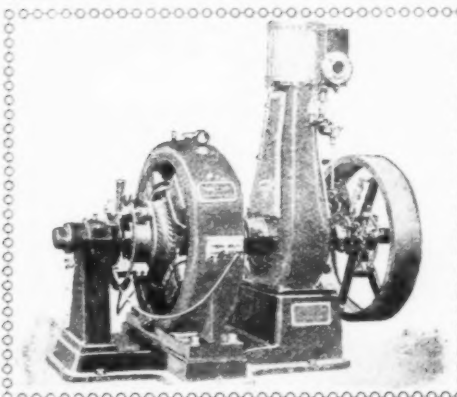
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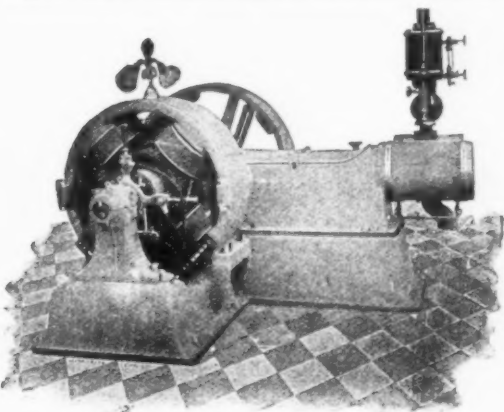
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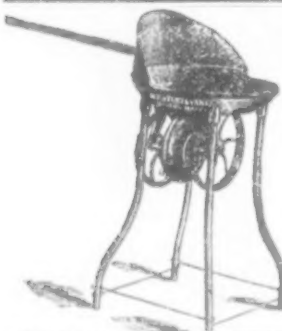


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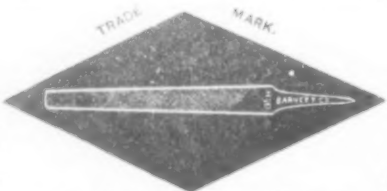
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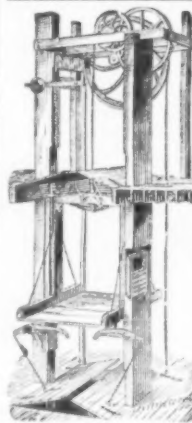
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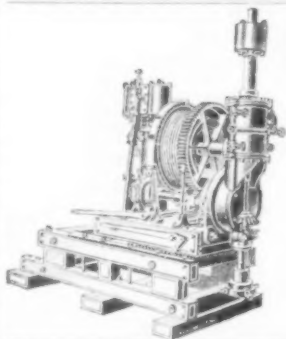
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